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TRAVELS,

&c. &c.


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TRAVELS

FROM

ENGLAND TO INDIA,

IN THE YEAR 1789,

BY THE WAY OF THE

TYROL, VENICE, SCANDAROON, ALEPPO,

AND OVER THE

GREAT DESART TO BUSSORA;

WITH

INSTRUCTIONS FOR TRAVELLERS;

AND AN

ACCOUNT OF THE EXPENCE OF TRAVELLING

&c. &c.

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BY

MAJOR JOHN TAYLOR

OF THE BOMBAY ESTABLISHMENT;

AUTHOR OF

CONSIDERATIONS ON A MORE SPEEDY COMMUNICATION BETWEEN GREAT BRITAIN AND HER EASTERN DEPENDENCIES.

IN TWO VOLUMES.—VOL. II.

London:

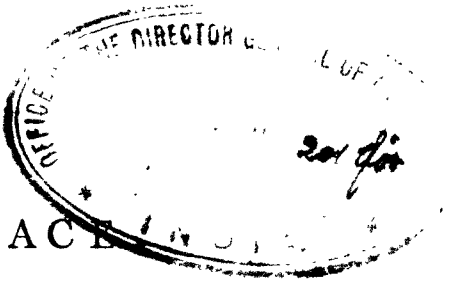
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PREFACE

As a ſpeedy communication between Great Britain and India becomes, by the late Military Regulations, of the firſt importance to the Officers of His Majeſty's and the Honourable Company's Forces ſerving in the Eaſt; and as it is highly probable that the land journey will be much reſorted to by Officers on furlough, both in their way home and abroad, it occurred that a publication which ſhould aſcertain with preciſion the beſt and moſt expeditious mode of travelling, and the expences of ſuch a journey on a moderate ſcale, might not be unacceptable, either to thoſe gentlemen, or other perſons intending to go out from Europe to India,

or to return from India to Europe. Such a publication is now preſented to the public: it will include the diſtance from place to place, the conveyances that may be procured, and the accommodation every where to be met with; together with ſuch particulars as may tend to illuſtrate the means of performing the journey with expedition, œconomy, and comfort.

The difference between a ſea voyage and a land journey, where a traveller will have an opportunity of viſiting, at the ſame expence, ſome of the firſt cities and countries in the world, and where a conſtant communication being kept up, would render the route perfectly ſafe, eaſy, and agreeable, muſt be obvious to every one. Should the Eaſt-India Company encourage a plan, which I propoſe to annex, as the reſult of my obſervations, it will ſtill more and more contribute to theſe deſirable objects, and to eſtabliſh more firmly a connection between

tween Great Britain and her Eaſtern dependencies, by means of a general poſt.

To expatiate on the importance of our territorial poſſeſſions in India were a ſuperfluous taſk. It may juſt be obſerved, that the poſſeſſion of dominions ſo very far diſtant from the ſeat of ſupreme authority, muſt ever be in ſome degree, precarious and uncertain; and to adopt the words of a certain eminent character, intimately connected with the political ſtate of India, "I much fear," ſays he, "that it is not "underſtood as it ought to be, how near "the Company's exiſtence has, on many "occaſions, vibrated to the edge of per-"dition, and that it has been at all times "ſuſpended by a thread, ſo fine, that the "touch of chance might break, or the "breath of opinion diſſolve it, and in-"ſtantaneous will be its fall whenever it "ſhall happen.—May God in his mercy "long avert it!

"To ſay why a dominion, held by a "delegated and fettered power, over a "region exceeding the dimenſions of the "parent ſtate, and removed from it a "diſtance equal in its circuit to two-thirds "of the earth's circumference, is at all "times liable to be wreſted from it, would "be a waſte of argument; nor would "it be prudent to aggravate the portrait, "by diſplaying all the artificial evils by "which a fabric, ſo ſingular, even in "its conſtruction, is looſened and debi-"litated *."

To ſecure our Eaſtern Empire againſt internal diſſention and revolt on the one hand, and external attack and invaſion on the other, is an object that demands, and will no doubt obtain, all the attention of a wiſe legiſlature. Unforeſeen combinations, new relative ſituations, accidents of various kinds, may call for the coun-

* Mr. Hailing's Review of the Affairs of India.

ſel,

ſel, the authority, and the aid of Government at home: and in all caſes, the ſooner theſe can be procured, the better. The communication by the Eaſt-India Company's ſhipping, though calculated to tranſport the commodities of Europe and Aſia with the greateſt poſſible ſecurity, from being the beſt conducted and the firſt ſailing merchantmen in the world, does not provide for all the neceſſary and expeditious intercourſe which the contingencies and emergencies of India frequently demand, and when her ſafety and exiſtence to the Britiſh nation may at times be exceedingly endangered.

The ſituation of India, ſeparated from Europe by the immenſe Peninſula of Africa, extending nearly thirty-five degrees ſouthward of the Equator, nearly doubles the diſtance of a ſea voyage.

By means of the trade winds and the regular monſoons within the tropics, voyages to and from India are, at certain

ſeaſons, by ſhips taken up to convey the merchandize of the Company, expeditiouſly performed: and I may venture to affirm, that no veſſels built on purpoſe for faſt ſailing, could be conſtructed to perform the voyage in leſs time than they do, even with all the advantages of a favourable ſeaſon.

But ſhipping, when not employed in the purpoſes of commerce, is certainly an expenſive mode of conveying orders or intelligence to a diſtant country; and to employ them in both lines would be doing away the principle of expedition, on which the intercourſe is meant to be eſtabliſhed.

In regard to the route by Buſſorah and Aleppo, when this was determined on, the commercial reſidents in the Gulf of Perſia were of conſiderable uſe in forwarding the Company's diſpatches; but *expedition* has not been the reſult of their beſt concerted meaſures.

In

In order to ſupport this poſition, I could inſtance many diſpatches that come within my own knowledge, and thereby prove, that this communication requires ſuch a length of time as brings it nearly on a level with the preſent voyages by the Cape of Good Hope; with this only difference, that it may be performed at ſeaſons when ſhipping would require ſtill more conſiderable time from the particular prevailing current of the wind. It would doubtleſs be an inſtitution pregnant with both utility and comfort, to eſtabliſh a communication between England and her territories in the Eaſt, not as at preſent, on a precarious uncertain ſyſtem, or on a confined plan, but on a permanent and ſolid baſis; to diffuſe univerſal intelligence, whether regarding politics or commerce, or the private intercourſe of families and friends. This being accompliſhed, the line could be

extended to concentre the general information of our widely extended and detached empire in the Eaſt, in a fixed point; from thence to be diſpatched to Europe, or when received from that quarter, conducted to all our ſettlements by the ſame ſpeedy channels of conveyance. With theſe advantages, the ſafety and expedition of the traveller would be connected with that of the diſpatches, and to any perſon intending to perform an over-land journey, material aſſiſtance in the proſecution of it.

To diverſify and render the following ſheets worthy the attention of future travellers, and in ſome meaſure to determine them in the choice of their route, I have added ſeveral routes through Europe, that may be relied on, as the beſt and neareſt to their reſpective places of deſtination. I have alſo continued theſe routes by the addition of ſuch as have been

been purſued through European Turkey, Natolia, Arabia, and Egypt, by ſeveral travellers.

I am certain that the over-land intercourſe between Great Britain and the Eaſt Indies, might be upheld at a very moderate expence, and at length become nearly the ſame in point of time, as that with our Weſt India Colonies. When it is conſidered that Great Britain is by ſea diſtant from her principal ſettlements in India more than 8000 geographical miles by lineal meaſurement, and that a little exertion would reduce it to little more than half the diſtance, of which near 1000 miles would be a land journey, and the moſt material parts of the voyage by ſea within the influence of the tropics, it will be allowed that ſo conſiderable a ſaving in diſtance, and conſequently time, would be attended with the happieſt conſequences.

The ſummer months, in particular, are extremely

extremely unfavourable for ſhips ſailing from Europe to the Indies, owing to the violent winds off the Cape of Good Hope in the depth of winter.

The caſe is directly oppoſite in regard to the over-land communication, the ſummer being the moſt favourable ſeaſon for ſending diſpatches from this country by the Red Sea, and far ſuperior to a ſea conveyance.

The Veſtal frigate, a moſt excellent ſailer, commanded by Sir Rich. Strachan, left England late in Auguſt 1798, and arrived at Bombay in January following, after a paſſage of four months and a half.

The Surprize packet, in the ſervice of the Eaſt-India Company, eſteemed by far the faſteſt veſſel of any veſſel of her deſcription, left England the 29th of April, and arrived at Calcutta with diſpatches on the 28th of Auguſt, after a paſſage of four months, which the Supreme Council eſteemed exceedingly quick, and had every

reaſon

reaſon to be ſatisfied on the ſcore of expedition.

Many other inſtances might be adduced to prove the time neceſſary for the beſt ſailing veſſels to perform their voyages during the favourable ſeaſon, viz.

To Bengal in four months,
Madras in an hundred days,
Bombay in three months and twenty days.

The peruſal of the following work will illuſtrate the advantages of an over-land communication. It will be found, that diſpatches from London will reach Bombay in fifty-one days, Fort St. George in much the ſame, and Calcutta in ſixty-nine days: and that advices can be tranſmitted from India to England, with nearly equal diſpatch.

I ſhall have no heſitation in ſubmitting my obſervations to the opinions of men qualified to judge of their propriety; fully convinced that they may be rendered

dered productive of conſequences highly intereſting. Should a predilection for my own plan have miſled me into error, however impartially and attentively I have weighed it, I am open to conviction, and will with pleaſure ſubmit to correction. Candour demands no more, and I ſhall be conſoled if my exertions either aſcertain the truth, or remove the veil that has, for private reaſons, ſo long concealed it from our view.

It is not my intention to dwell on the particular advantages which muſt accrue to individuals from this plan being carried into effect: it muſt appear evident to every one, and more particularly to an officer, whoſe term of furlough is limited to three years, that independant of every other conſideration, the very great ſaving of time between the land route and a ſea conveyance, muſt be to him a matter of ſerious importance. A conſtitution, injured by a reſidence in India, requires the ſpeedy aid

aid of a temperate climate, ſuch as Italy, or the South of France, would readily afford; and it would be no difficult matter to contraſt the ſameneſs of a ſea voyage, with the variety of a land journey, where the ſupineneſs of the one, muſt yield in the other to the vigour of mind and body, which to a perſon in perfect health, cannot fail to afford the higheſt treat of which human nature is ſuſceptible.

To a mind expanded by the love of ſcience, the plains of Egypt muſt afford a delicious repaſt, while the coaſts of Syria, Greece, and Italy, will undoubtedly excite the moſt lively ſenſations, and recal to memory the glory of powerful Republics and of potent Monarchies humbled in the duſt, and of which no veſtige now remains, beſide the variety of mutilated edifices, to remind us of the approximation of all organization to diſſolution and ruin.

TRAVELS,

&c. &c.

THE object which we have in view, being to combine as much as poſſible the diſtribution of general intelligence and information with the comfort and ſafety of travellers; and, as expedition is material, and ought to be conſidered in a journey to India, the route by Suez appears at certain ſeaſons the moſt eligible. Previouſly to entering on that part which regards individual travellers, I ſhall ſubmit my ſentiments in regard to public intelligence, as being cloſely connected with the ſubject before us.

Egypt is juſtly deſcribed by the Abbé Raynal as ſituated between two ſeas, one of which opens the road to the Eaſt and the other

other to the Weſt, placed in contact with Africa and Aſia: it ſeems intended to connect them with Europe. It is likewiſe furniſhed with a majeſtic navigable river, which, by its inundation renders it the moſt fruitful ſoil in the univerſe, whilſt its courſe appears anxious to join the Mediterranean with the Indian Ocean, and to yield its aſſiſtance in forwarding the communication.

The route by Suez, ſituated on the extremity of the Red Sea, within ſeventy miles of the Nile, as I have already obſerved, is certainly to be preferred. Delays are inſeparable from any plan of conveying intelligence by the way of Buſſorah, and three months and a half is the leaſt period which can be allowed on the beſt arranged plan, for ſending diſpatches by that channel. The records of the Company will eſtabliſh this fact, and will ſhew how few diſpatches have been received either at the India-houſe, or at any of their Preſidencies abroad, by the Great Deſart, within that time.

By the way of Suez the journey is greatly ſhortened, while the voyage is not much prolonged *;

prolonged *; and it is particularly obſervable, that the courſe of winds and currents is extremely favourable for the navigation by this route, many months in the year; whilſt that by the Perſian Gulf is protracted by many adverſe circumſtances. Beſides, we know that veſſels ſailing from the coaſt of Malabar for Arabia and Perſia, during the ſouth-weſt monſoon †, are under the neceſſity of running from three to ſeven degrees to the ſouthward of the line, where the ſouth-eaſt winds ‡ carry them obliquely to the weſtward, till they meet the ſouth-weſt winds near the African ſhore §, to convey them to the northward. ‖ During this ſeaſon, by prefering the Red Sea to the Gulf of Perſia, the whole diſtance from Cape Guardafoi to Cape Roſelgate, which includes ten degrees of latitude, is evidently ſaved ¶.

* In the journey there is a difference of 800 miles, in favour of the route by Suez.

† See the India Directory, ſect. xxvi. p. 39.

‡ See ditto, ſect. xx. p. 37.

§ See ditto, ſect. ccv. p. 176.

‖ See Captain Hardy's Journal of a voyage in the Viper Cutter.—He ſailed from Bombay the 9th of July, 1783.—He met the S. E. trade lat. 4° 11′ South.

¶ Vide chart of the Indian Ocean.

During December, January, February, and part of March, the paſſage from the coaſt of Malabar to Suez can be performed in leſs time than is required for a paſſage to Buſſora in the moſt favourable months.

In the months of June, July, and Auguſt, the Perſian Gulf has an advantage over the Red Sea, in navigating to the northward; but when it is conſidered that the paſſage to Buſſora, even during this interval, requires from fifty days to two months, the delay defeats the advantage. At all other ſeaſons of the year, the paſſage from the coaſt of Malabar is nearly equal in point of time, both to Suez and to Buſſora *.

It being admitted that both voyages may be accompliſhed in the ſame ſpace of time, the advantages of that by Suez becomes evident; for diſpatches received at this port are nearly nine hundred miles nearer home than thoſe received at Buſſora †.

With

* See the Eaſt-India Directory, p. 176, for the beſt methods and times for navigating ſhips from port to port in India.

† From Suez to Cairo - - - 70 Brit. m.
Cairo to Roſetta - - - - — 100 Geo. m.

Roſetta

With regard to the conveyance of the diſpatches ſubſequent to their arrival at Suez or Buſſora, much depends on the ſeaſon of the year, and the prevailing winds in the Mediterranean *.

	Brit. m.	Geo. m.
Roſetta to Alexandria - - -	33	—
Alexandria to Meſſina - -	—	825
	103	925
Buſſora to Latakea - - -	903	—
Latakea to Meſſina - - -	—	1080
Making a difference of - -	800	55

Total diſtance 855 miles nearer London by the route of Suez.—Aleppo is 1860 miles S. E. from it, and Cairo 1920.

* The northerly winds during the ſummer ſeaſon in the Mediterranean, and in Egypt, are highly favourable to the communication from this country to India by the way of Suez.—We are informed by Pliny in his Hiſt. Nat. XIX. I. that the Roman veſſels from the Port of Oſtia bound to Alexandria, with a favourable wind, performed the voyage generally in nine and ten days; and to the pillars of Hercules in ſeven.—The Port of Oſtia is in the dominions of the Pope, on the mouth of the Tiber, twelve miles weſt from Rome, where ſmall veſſels are ſtill procurable, notwithſtanding the harbour is much choaked up.—The Pillars of Hercules was the name given by the ancients to the Straights of Gibraltar.

Of forwarding Diſpatches from Great Britain *to* India.

Firſt, by SUEZ, during the moſt favourable ſeaſon of the year*.

	Days.	Hours	Diſtance By Land. Mar. Mil.	Diſtance By Sea. Br. Miles
From London to Meſſina, by Hamburgh, Nuremberg, Trent, Florence, Rome, and Naples - - -	14	0	1381	300
Meſſina to Alexandria† - -	10	0	—	825
Alexandria to Roſetta ‡ - -	0	8	33	—
Roſetta to Cairo § ‖ - - -	2	0	—	100
Cairo to Suez *a* - - - - -	1	12	70	—
Suez to the Coaſt of Malabar *b* - - - - - -	25	0	—	2920 *c*
Total number of days to Bombay - - -	52	20	1484	4145
		Total		6629

* In this calculation, delays are not included, and it will become the grand object to guard againſt them, as far as they depend on individual exertion.

† Colonel Capper ſays, that a paſſage from Marſeilles, or Leghorn, to Latakea, in a tolerable good ſailing veſſel, ſeldom exceeds eighteen, and is often performed in ten or twelve days; and Volney, Vol. I. p. 58, obſerves, that a veſſel may expect to anchor in Cyprus, or at Alexandria, the fourteenth, and ſometimes the eleventh day from Marſeilles. Mr. Stanley, his Majeſty's Conſul at Trieſte, on the 25th Dec. 1780, wrote to the Court of Directors, "That two gentlemen in their way to India, embarked the latter end of July, and arrived at Alexandria in fifteen days. Col. Wood ſtates in his journal, that on the 7th of May 1779, the iſland of Corfu bore E. by N. diſtant five leagues; on the 9th he put in at Zant, and on the 16th day of the ſame month, at ſix in the evening, he landed at Alexandria.

‡ Mr. Savary ſtates the diſtance at fourteen French leagues, Vol. I. page 471, and Colonel Capper at thirty-three Engliſh miles; he performed the journey in eight hours.

§ I ſhould imagine that the ſmall boats of a light conſtruction, deſcribed by Savary, Vol. I. pag. iii. might be uſefully employed between

By BUSSORA, during the moſt favourable ſeaſon.

	Days.	Hours	Diſtance. By Land. Br. Miles	Diſtance. By Sea. Mar. Mil.
London to Venice - - -	11	0	986	—
Venice to Conſtantinople by Brindiſi and Butrinto	20	0	900	—
Conſtantinople to Aleppo -	14	0	600	—
Aleppo to Buſſora - - -	16	0	797	—
Buſſora to Bombay - - -	18	0	—	1600
Total number of days to Bombay - - -	79	0	3283	1600
			Tot. 4883	
Shorter by Suez -	26	4		

tween Roſetta and Cairo in conveying diſpatches backwards and forwards, ſhould the boghaz, or bar of the Bolbetine branch of the Nile be deemed impracticable. The Egyptian ſcherms are light undecked boats, with latten ſails, and are extremely dangerous, being frequently loſt on the bar.

‖ Col. Mark Wood, M. P. in the year 1779, was only fifty-three hours on the paſſage, viz. from one P. M. of the 18th May to ſunſet of the 20th.

a Col. Capper ſtates the diſtance at ſeventy miles, and ſays, the journey is to be performed in eighteen or twenty hours. Volney was twenty-nine hours, with a large caravan, and Dr. Pocock thirty-three hours and a half in performing it.

b Col. Capper obſerves, that from Suez to Anjengo, on the Malabar coaſt, is a voyage of twenty-five days, and to Bombay twenty-eight days, being about the rate of five knots an hour.

c It is 1750 miles from Suez to the Straights of Babelmandel, and 1170 to the oppoſite Coaſt of Malabar.

By MESSINA to BUSSORA.

	Days.	Hours	Distance. By Land. Br. Miles	Distance. By Sea. Mar. Mil.
London to Meſſina - - -	14	0	1381	—
Meſſina to Latakea * - - -	16	0	—	1080
Scandaroon, or Latakea, to Aleppo † - - - - -	2	0	90	—
Aleppo to Buſſora - - -	16	0	797	—
Buſſora to Bombay - - -	18	0	—	1600
Total number of days to Bombay - - -	66	0	2268	2680
Shorter by Suez -	13	4	Tot. 4948	

By Vienna and Conſtantinople to Buſſora.

London to Vienna, by Hamburgh - - - - -	10	0	806	300
Vienna to Conſtantinople * -	16	0	800	—
Conſtantinople to Buſſora, by Natolia and the Great Deſart † - - - - -	30	0	1397	—
Buſſora to Bombay - - -	18	0	—	1600
Total number of days to Buſſora - - - -	74	0	2203	1900
Shorter by Suez -	23	4	Tot. 4103	

* Vide Chart for the difference in point of ſituation between the ports of Alexandretta and Latakea, in the north-eaſt corner of the Levant, and the open port of Alexandria, which cannot be ſo much influenced by partial winds. Scandaroon is ſixty miles farther than Latakea.

† This diſtance has been variouſly ſtated. Mr. Irwin makes 106 miles, and by my itinerary 100 miles four furlongs from Scandaroon.

‡ In

The diſpatches having reached Suez, the paſſage from thence to the coaſt of Malabar, in the ſummer months, would be extremely ſpeedy; during theſe months ſtrong northerly winds prevail in the Red Sea, and early in May the ſouth-weſt monſoon begins in the Indian Ocean (*a*). At this period, the voyage from Suez to the Malabar Coaſt might be performed in nearly the ſame time as a paſſage from Buſſora to the Malabar Coaſt during the moſt favourable months.

The practicability of the navigation of the Red Sea having been much diſputed and

* In a letter from Vienna, dated 20th of March 1795, it is mentioned that the couriers of Conſtantinople, retarded by the melting of the ſnow, arrive ſo ſlowly that the letters of the 10th of February did not reach Vienna before the 12th of March. This is not to be wondered at, when the ſtate of the country and the roads they have to paſs is taken into conſideration.

+ The diſtance from Conſtantinople to Buſſora, by Armenia, Meſopotamia, Diabekir, and Moſul, is about 1820 Engliſh computed miles. A journey performed entirely on horſeback, at leaſt as far as Bagdad, by the Tartars, or Couriers of Turkey, who form a regular eſtabliſhment under that government for the conveyance of intelligence, and have particular privileges accordingly, and have their horſes maintained at the expence of government. At Bagdad a ſmall boat is generally taken, and ſuch is the velocity of the Tigris, that they reach Buſſora in four days, a diſtance of near 400 miles; but ſuch are the obſtacles in returning, that the ſame thing is not done in leſs than ſixteen days, having to traſt againſt the ſtream up the Euphrates, which is leſs rapid than the Tigris, as high as Hilla, from whence acroſs to Bagdad the diſtance by land is fifty miles.

(*a*) Theſe monſoons, as well as the trade winds, are now perfectly underſtood and perfectly explained, by the India Directory.

called in queſtion, it becomes very neceſſary to elucidate this ſubject by examples and unqueſtionable authorities, in order, if poſſible, to do away the unfavourable impreſſions which have ſo long prevailed in regard to it. And as in matters of this kind, nothing ought to be admitted on ſuppoſition, I ſhall, in addition to the dates by land, and the authorities for winds by ſea, add ſome examples of paſſages by different ways: from all which the inference will be ſimple and poſitive. Captain Robinſon, of the Company's Marine at Bombay, in the Terrible cruizer, a bad ſailer, and altogether a very improper veſſel for navigating the Red Sea, ſailed from Suez the 21ſt of July 1777, and arrived at Mocha the 8th of Auguſt. From Suez to Ras Mahomed, the wind was from north to weſt. From Ras Mahomed to the latitude of 23 N. the wind was principally from the ſouth to the eaſt, and afterwards to Mocha from north to N. W. The Swallow ſloop of war had much about the ſame time ſailed down the Red Sea in eleven days, and was only ſeventeen days from Mocha to Fort St. George. Captain Robinſon, in the Morning Star, another of the Company's cruizers, left

left Suez at 5 P. M. of the 27th May 1779, and on the 8th of June, a little before mid-day, ſhe caſt anchor in Mocha Roads. Colonel Mark Wood, the preſent member for Newark, was on board this veſſel, charged with diſpatches for the government of Bengal. They paſſed the narrow part of the Red Sea, which is the northern extremity, in twenty-four hours, having a regular and conſtant wind from the northward as far as the 21ſt degree of north latitude. From thence the winds were variable, but chiefly from the ſouth to eaſt; a proof that the winds allow of ſome deviation, and that they do not always blow from one fixed point at a particular ſeaſon. Captain Robinſon left Mocha on the 11th of June, and was only ſix days in croſſing the Indian ocean to the coaſt of Malabar. On the 2d of July Captain Robinſon arrived at Fort St. George, where Colonel Wood was detained till the 6th, on which day he took his departure, and on the 14th day of July arrived at Calcutta, after a journey of 113 days. It will be obſerved, that Colonel Wood had many delays to encounter, particularly in the Adriatic; but including

cluding all theſe, he reached the Coaſt of Malabar in eighty-ſix days.

It has alſo been repreſented, that there is great danger in remaining in the Red Sea, late in Auguſt. Mr. Nieubhur, vol. ii. page 368, mentions, that he left Mocha in that month, and paſſed the Streights, with the wind at north, and that he landed at Bombay on the 11th September following.

In regard to the paſſage from Buſſora to Bombay, it muſt be allowed, that the paſſage is expeditious at certain ſeaſons, from the prevailing winds in the Gulf of Perſia. Amongſt other inſtances on this ſubject the following may be noticed.

The Lapwing cutter left Buſſora on the 10th of March 1782, and arrived at Muſcat on the 22d. Left Muſcat the 8th of April, and arrived at Bombay the 15th. During this ſeaſon the wind was moſtly from the ſouthward. The Viper cutter, Capt. Hardy, left Buſſora the 28th September 1783, and the 31ſt anchored at Buſhire: the Viper ſailed from thence the 2d January following, and arrived at Muſcat on the 9th: the next day ſhe ſailed, and arrived at Bombay on the

20th

20th of the ſame month, having experienced fine northerly winds all the way. In the month of January, 1790, in my paſſage from Buſſora to Bombay, the winds were chiefly from the northward, and we arrived at Bombay after a paſſage of twenty-one days.

Of forwarding Diſpatches from India *to* Great Britain

By SUEZ, in the favourable Seaſon.

	Days.	Hours.
Bombay to Suez - - - - - -	34	0
Suez to Cairo - - - - - - -	1	12
Down the Nile to Roſetta - -	1	12
Roſetta to Alexandria, by land -	0	8
Alexandria to Meſſina - - -	14	0
Meſſina to London - - - -	14	0
Total number of days to London	65	8

By BUSSORA in the favourable Seaſon.

	Days.	Hours.
Bombay to Buſſora - - - - -	40	0
Buſſora to Aleppo - - - -	16	0
Aleppo to Conſtantinople - -	14	0
Conſtantinople to Venice - -	20	0
Venice to London - - - -	11	0
Total number of days to London	101	0
Shorter by Suez - - - - -	35	16

Route

Route by MESSINA.

	Days.	Hours.
Bombay to Buſſora - - - - -	40	0
Buſſora to Aleppo - - - - -	16	0
Aleppo to Scandaroon, or Latakea,	2	0
Scandaroon, or Latakea, to Meſſina	20	0
Meſſina to London - - - - -	14	0
Total number of days to London	92	0
Shorter by Suez - - - - - -	24	16

The Route by VIENNA.

	Days.	Hours.
Bombay to Buſſora - - - - -	40	0
Buſſora to Conſtantinople - - -	30	0
Conſtantinople to Vienna - - -	16	0
Vienna to London - - - - -	10	0
Total	96	0

Making a difference of thirty days and ſixteen hours in favour of the route by Suez.

On a general review of this ſubject, the only comparative advantage in favour of the voyage, either to or from Buſſora, in preference to that to or from Suez, is on the paſſage from Buſſora to the coaſt of Malabar, during the months of December, January, February, and March, the ſeaſon when our Eaſt-India ſhips leave England, and make the quickeſt

quickeſt voyages. It may be alledged that the winds in the Perſian Gulf are frequently variable, with freſh breezes from the land, by which veſſels are able, with perſeverance, to make their paſſages at all ſeaſons: whereas, in the Red Sea, the wind, at certain ſeaſons, is ſtationary, and blows ſo ſtrong as to defy all attempts to get to windward. But we know for certain, that there are land and variable winds in the Red Sea as well as in the Perſian Gulph *. Small veſſels, acquainted with the coaſt, keeping in ſhore, and taking the advantage of theſe winds, and alſo of the calms, when provided with able rowers †, might undoubtedly effect a great deal, and exactly aſcertain what progreſs might at all ſeaſons be reaſonably expected.

* Mr. Irwin makes repeated mention of land, variable and ſoutherly winds in the Red Sea, even in the months of June and July, which are the worſt months in the year for navigating to the northward. See Irwin's Voyage, vol. i. Alſo the Eaſt-India Directory, ſect. xxv. page 39, and ſect. xxxvii. page 44.

† Mr. Irwin mentions, that in the month of June, taking the advantage of light land wind, by ſailing and rowing, they gained a knot, and a knot and a half in an hour. Irwin's Voyage, vol. i. page 111.

When

When we find that the means are in our power to open a communication with India by this channel, and when we conſider the poſt and packets eſtabliſhed through England, and all over the continent of Europe, together with the regular and expeditious conveyance of letters throughout the Eaſt-Indies, under the protection of our governments abroad *, it appears to be matter of ſurpriſe, that no regular plan has been yet adopted for ſecuring and facilitating our intelligence with India †. Inſtead of preſerving to ourſelves the navigation of the Red Sea, it has been for many

* See Major Rennell's Memoir of a Map of India, page 317; Major Grace's Code of Military Regulations for Bengal; and alſo, The Regulations for the Dawk, or Poſt, eſtabliſhed by the Government of Calcutta, Madras, and Bombay. The expedition of the Tappals, or Poſtmen, in our own diſtricts, where the relays are placed at the diſtance of ſeven or eight miles, is very great. The Nabob of Arcot has procured intelligence from his Southern Countries by their means, at the rate of one hundred miles in twenty-four hours.

† Colonel Capper, in his Obſervations on the Paſſage to India, already quoted, has ſtrongly recommended, that a regular poſt ſhould be eſtabliſhed between Great Britain and India, by the route of Egypt. And this opinion is not founded on ſpeculation, but on perſonal experience

and

many years, with the exception of a few inſtances lately, entirely abandonded, and a much ſlower mode of conveying diſpatches ſubſtituted in its ſtead.

To complete this communication between Great Britain and her Eaſtern poſſeſſions, requires the aid of the Executive Government of this country, and the co-operation of the Honourable Court of Directors. By their united exertions, a Firmaun might be obtained from the Ottoman State, through our Ambaſſador at the Porte, eſtabliſhing our

and obſervation. To ſhew the progreſs of improvement in this line, it is ſufficient to ſtate the increaſe of the revenue of the Britiſh Poſt-Office. In 1644, Mr. Edmund Prideaux, who was inland poſt-maſter, was ſuppoſed to collect about 3000l. per annum. In 1654, the parliament farmed it to Mr. Mainwaring, at 10,000l. per annum. In 1664, D. O. Neale, Eſq. farmed it at 21,500l. In 1674, it was let at 43,000. In 1685, it was eſtimated at 65,000l. In 1688, the amount was 76,318l. In 1697, it was 90,505l. In 1710, it was allowed to be 111,461l. In 1715, the groſs amount was 145,227l. In 1744, the inland office amounted to 198,226l.; but the total amount of both inland and foreign offices, which can alone demonſtrate the extent of our correſpondence, was, in that year, 295,432l. In 1764, the groſs amount was 432,048l., and ſince that period it has frequently amounted to upwards of 700,000l.

right,

right, and facilitating the means of our navigation of the Red Sea, by regular packet-boats, to ſail at fixed periods *; and permiſſion be given for Arab meſſengers, with proper paſſes, to convey our diſpatches through Egypt, under the protection of its Government. This being effected, it would reſt with the Conſul-General of Egypt to conciliate the friendſhip of the Sheick el Balad, or Governor of Cairo, whoſe good offices might eaſily be ſecured, a circumſtance indiſpenſably neceſſary to the ſecurity of the meſſengers, and the ſafety of the diſpatches.

With a view to promote ſome arrangement of this kind, I ſubmitted to the Court of Directors, a plan for the conveyance of diſpatches and letters to and from India, by the way of Suez †, and which it is hoped, the foregoing

* A veſſel of force at all times maintained in the Red Sea would be of little expence, and very conſiderable advantage.—See Irwin's Voyage, vol. ii. p. 128.

† It may hereafter become matter of conſideration, whether the port of Coſſier may not, with great advantage, be made uſe of during certain ſeaſons, in conveying diſpatches from India to Great-Britain.—The diſtance from Coſſier to Ghinna, on the banks of the Nile, little

foregoing facts and obſervations will have ſhewn to be both practicable and neceſſary.

This communication ſhould have for its object, in the firſt place, the conveyance of official diſpatches from Government and the Eaſt-India Company; in the next, that of general communication, both commercial and private. Thoſe at the head of public affairs are beſt able to judge how far a reſtriction of private letters may, on ſome occaſions, be neceſſary.

little exceeds one hundred miles, from whence to Cairo the river runs in a ſtraight direction—the diſtance by land, from Ghinna to Cairo, may be about three hundred and twenty miles—by a communication between theſe places, one hundred leagues of the worſt and moſt tedious navigation, the upper and narrow part of the Red Sea, would be cut off. At preſent the route is impracticable, from no pains having been taken to adjuſt the difference which took place between the crew of the Coventry frigate and the inhabitants of Coſſier, in the year 1780, in which ſome lives were loſt. Savary's Letters, vol. ii. page 17; and Capper's Obſervations.—Mr. Irwin particularly ſays, in this place, and he again repeats it in another, that a veſſel may at all times reach Coſſier, from whence to Ghinna by land, where boats may be had in great plenty to Cairo. He recommends this route to a packet-boat from India, at a late ſeaſon of the year, eſpecially after the month of March. Vol. i. page 189.

Public diſpatches from England, as far as the port of Meſſina, might either be intruſted to the care of a ſpecial meſſenger, or tranſmitted by the poſt, according to their importance. All private letters ſhould be ſent by the poſt.

An agent ſhould be appointed, to reſide at Meſſina, to receive diſpatches and letters, who ſhould have charge of two or more packet-boats, to ſail to and from Meſſina and Alexandria *. The poſtage on letters ſhould

* The idea of packet-boats in the Mediterranean is by no means new. Mr. Robert Richia, late his Majeſty's Conſul at Venice, and Agent for the Eaſt-India Company, has repeatedly, in his correſpondence with the Court of Directors, recommended to them to keep two ſmall cutters, as packet-boats, in the Mediterranean. Mr. Richmond Smyth, late of the Civil Service at Bombay, and who made two over-land journies to and from England to India, by the Levant, in his Memorial to the Court, dated 12th of June 1780, has ſtrongly enforced the utility of the plan; he ſays, "That under the preſent "circumſtances, a paſſage is not to be had at all ſeaſons "in the Levant, and that delay is always to be ex-"pected: in regard to expence, one packet to, and "another from India, would ſtand theCompany near "the whole amount of keeping two veſſels, which "would bring four packets from, and convey four to "India, quickly and ſecurely." This was Mr. Smyth's opinion,

ſhould be paid in England, as far as Meſſina, and the additional poſtage in India.

Theſe packets ſhould be cutter-built, copper-bottomed, armed, and well manned, though not of a large ſize. They ſhould always be in readineſs, provided with water and proviſions, ſo as to be prepared for ſailing on the receipt of diſpatches, ſhould wind and weather permit, and no delay on any account be allowed.

opinion, previous to his return to India by land, which he did in company with Mr. Irwin, of the Madras eſtabliſhment. During their voyage in the Mediterranean, both theſe gentlemen were but too well convinced of the juſtice of the above remark; and I ſhall ſubjoin Mr. Irwin's words on the ſubject. "With this conviction "on our minds," ſays this gentleman, "it will be no "matter of ſurpriſe, that, in our repreſentations to the "Chairman of the Eaſt-India Company, Mr. Smyth "and I attributed the delays we had experienced chiefly "to the perverſe diſpoſition and unſkilfulneſs of the "Sclavonians; and earneſtly recommended an eſta-"bliſhment of Engliſh packets in the Mediterranean. "How punctually their diſpatches might be conveyed at "all ſeaſons, from any of the ports of Italy, to the "coaſt of Syria, or of Egypt, ſhould the latter expe-"ditious route to India be opened again, by a favour-"able revolution in the government of that diſtracted "country—I leave to the Directors of that important "body to determine." Irwin's Voyage, vol. ii. p. 204.

On the arrival of the packet at Alexandria, the Conſul General for Egypt ſhould cauſe the diſpatches and letters to be inſtantly forwarded to Suez, by Arab meſſengers *.

At Suez, country boats ſhould be conſtantly ſtationed, ready to take charge of the diſpaches from thence to Mocha †.

Theſe boats ſhould be coppered, and conſtructed on the beſt principle for rowing and ſailing ‡, under ſix feet draught of water,

* I am authoriſed to ſtate this, under the opinion of Mr. Dalrymple, whoſe knowledge and experience give it full credit; he thinks, "No European meſſenger ought "ever to carry the diſpatches, except when ſuch perſon "is entruſted with verbal diſpatches, in caſe of letters "miſcarrying, or other circumſtances, as ſuch meſſen-"ger not only occaſions delay and expence, but very "much increaſes the riſk of miſcarriage."

† Captain Thomas Forreſt, late of the Bengal Marine, who has publiſhed ſeveral uſeful tracts, has informed us of the utility of uſing country boats, of a particular conſtruction in narrow ſeas. This gentleman, with great perſeverance and ſucceſs, ſailed on a voyage of diſcoveries in a ſmall veſſel of this kind, to the eaſtern ocean, when he viſited many of the numerous iſlands in this dangerous quarter. See Captain Forreſt's Voyage to New Guinea and the Molucca Iſlands, in the Tartar Galley.

‡ On this ſubject, I muſt again recur to the teſtimony of Mr. Irwin and Captain Forreſt; both theſe gentlemen agree in the utility of oars.

both

both to enable them to anchor near Suez, and to take the advantage of light winds and calms, and to ſail unobſtructed by the ſhoals and rocks of the Red Sea *. The boats ſhould be manned by truſty black people of the Mahomedan caſt, of which deſcription Bombay affords a ſufficient number, and who ſhould be ſtrictly prohibited from trading †.

At

* I met with a ſhort tract of the Red Sea, tranſlated by order of the Royal Society of London, by Sir Peter Wyche, from the MSS. of a Portugueſe Jeſuit, upwards of a hundred years ago. This Jeſuit was well acquainted with the Red Sea, and his account agrees with all modern navigators. He obſerves, "Authors divide "this ſea into three parts, the middle is clear and navi- "gable, not without ſome ſmall iſlands and rocks, which "appearing above water, are of little danger. The other "two parts, near the two ſhores of Arabia and Ethiopia, "are of very bad paſſage, full of ſhoals, rocks, and white "coral, which in the night eſpecially endanger paſſen- "gers." Vide the Tranſlation, pag. 58.

† The Laſcars of Bombay are excellent ſailors; while the unſkilful management of the veſſels employed by the Turks and Arabs on the Red Sea is fully aſcertained by the teſtimony of Niebuhr, De Tot, Irwin, Bruce, &c. &c. The people who navigate theſe veſſels are almoſt totally unacquainted with the common principles of the profeſſion, aud frequently on the appearance of a gale of

At Mocha, two Company's cruizers ſhould be in waiting, one to ſail for Bombay, and the other to the coaſt of Malabar.

The cruizers and country boats ſhould be under the orders of the Bombay government, and might be conducted without additional expence, under the Marine Eſtabliſhment of that Preſidency. Regulations ſhould be framed, particularly adapted to this line of ſervice.

The diſpatches of Bombay, and its northern dependencies, being ſeparated at Mocha, from thoſe for Madras and Calcutta, one cruizer ſhould depart from the firſt-men-

wind take to their boats, leaving the ſhip and cargo, and perhaps the paſſengers, to their fate. In moderate weather they ſeldom loſe ſight of the coaſt, and uniformly come to anchor at night, let the wind be ever ſo favourable. This may appear wonderful, when we conſider that Egypt was perhaps the firſt maritime nation, and that commerce and navigation have always been preſerved in the Red Sea; even at this day, Mr. Baldwin, the Conſul-general of Egypt, in a memorial preſented to a committee of the privy council on the ſlave-trade, ſays, "That the trade from Cairo to Gedda, by ſea, "employs upwards of fifty ſhips of two hundred tons "each, and ſome of one thouſand tons;" and this independent of a great many ſmaller veſſels.

tioned

tioned ſettlement with its diſpatches, whilſt the other ſhould ſail for the Malabar coaſt, and land the diſpatches for Madras and Bengal at Cavai* or Cannanore, according to circumſtances. A poſt-maſter at Cannanore† ſhould forward them by the following route:

	Diſtance, in Britiſh Miles.
Cannanore to Tillicherry, . .	12
Callicut, ...	42
Tanore, ...	25
Chitwa, ...	34
Dindigul‡, ...	156
Tritchinopoly,	

* Cavai is about ſixteen miles from Cannanore, and is the northern boundary of the country lately ceded by Tippoo, vide vol. i. p. 446.

† Since we came in poſſeſſion of the province of Malabar, a poſt-office has been eſtabliſhed by government in that quarter. The preſent poſt-maſter, I underſtand, reſides at Calicut, as the centre of the diſtrict.

‡ It is to be regretted, that there is no direct communication between Palicaudcherry and Dindigul, owing to the intervention of part of the Coimbettore province, belonging to Tippoo, our tappals, or poſtmen, muſt therefore paſs through our ally the Rajah of Cochin's country. Formerly, the communication with the ſouthern provinces and Madras, from the Malabar

Tritchinopoly, ...	65
Madras, ...	268
Maſulipatam, ...	292
Vizagapatam, ...	191
Ganjam, ...	178
Calcutta, ...	369
Total of Britiſh miles from Cannanore to Calcutta, .	1634
Ditto from Cannanore to Madras*, ...	604

ſide, was by the way of Anjengo, Palamcotta, and Madura—perhaps the ſame route is ſtill obſerved; but whether this be the caſe or not, many improvements could be introduced, and it would become matter of inquiry whether the little port of Tutacorin, in the Gulf of Manara, and only 304 miles from Madras, might not, in certain reſpects, become highly conducive to the preſent object. There are many little harbours about Cape Comorin: an eligible ſpot might be choſen, and uſed advantageouſly during the height of the South-weſt monſoon: the ſubject ſurely demands attention, and a very ſlight ſurvey of the coaſt aſcertain whether any of the ſmall bays or rivers in that neighbourhood, afford ſufficient ſhelter for ſmall veſſels to run in and out during the South-weſt monſoon. At all ſeaſons of the year veſſels may anchor off Anjengo, or keep off and on till diſpatches could be ſent out by country boats, or cattamarans. Captain Hardy, in the Viper cutter, communicated with Anjengo, in July 1783, as Captain Douglas did in the Queen Eaſt Indiaman, in Auguſt 1788, having early in that month landed men at Tellicherry.

* Vide the Memoir of a Map of India, publiſhed by Major RENNELL.

By

By this route, letters could be delivered at Madras in ſeven days, and at Calcutta in twenty-two, from the period of their arrival at Cannanore, which, if added to fifty-two days and twenty hours, the time required by the ſtatement, page 20*, makes, in all, to Madras fifty-nine days twenty hours, Calcutta ſeventy-four days and twenty hours.

* This ſtatement is made on the ſuppoſition of the packets being landed at Bombay, calculating the paſſage from Suez to that place at twenty-five days. The packets to Madras and Calcutta are propoſed to be landed at Cannanore, inſtead of Bombay, by which three or four days time will be gained, and may fairly be deducted from the above calculation.—Vide difference in diſtance by the Chart. Beſides this advantage in regard to the voyage, that from the journey is greatly ſuperior. It will be obſerved, that by the preſent route from Bombay to Madras and Calcutta, by the way of Poona and Hydrabad, through the dominions of the Mahrattas and the Nizam, it requires twenty-ſix days to Madras, and to Calcutta thirty-ſix, for the delivery of letters; whereas by the route propoſed, which is entirely through our own country, or that of our immediate dependants, excepting in regard to 180 miles of the Cuttac, betwixt Ganjam and Britiſh Orixa: letters would be delivered at Madras nineteen, and at Calcutta fourteen days earlier; a circumſtance of very material importance, and alone ſufficient to juſtify a decided preference.

Cannanore being the centrical point from which the correſpondence from Great Britain ſhould be forwarded to our poſſeſſions on the coaſt of Coromandel, Bengal, and its dependencies, ſo it ſhould alſo be the place where the intelligence of India ſhould be collected, before it is tranſmitted home. The public diſpatches from Bengal, Madras, the Carnatic, and coaſt of Malabar, might be added, with evident advantage, to thoſe of Bombay and our poſſeſſions to the northward.

The diſpatches being cloſed, a cruizer ſhould ſail direct from this port to Mocha, where the country boats are propoſed to be ſtationed, to carry them to Suez, and from thence to London, by the means already mentioned.

The poſtage ſhould be paid on India letters as far as Cannanore, and the remainder received on their arrival in England. The poſt-maſters in India, who are civil ſervants of the Company, and appointed by the governments there, would conduct the buſineſs in that quarter as a part of the preſent eſtabliſhment.

To demonſtrate the favourable ſituation of Cannanore for the purpoſe, it is ſufficient

to

to caſt an eye over the map of India *. The Malabar letters would be conveyed there expeditiouſly, and thoſe from Calcutta, ſent to Madras in fifteen days, would be tranſmitted with the Madras advices, acroſs the Peninſula, in ſeven days, to Cannanore. Diſpatches would then be received in London from Madras in ſeventy-two days eight hours, and from Calcutta in eighty-ſeven days and eight hours †.

It may be neceſſary to obſerve, that a ſmall diſpatch boat, during certain ſeaſons, would be very uſeful on the coaſt of Coromandel. Advices to and from Calcutta could be tranſmitted to and from Negapatam in leſs than ten days; from whence, by a poſt acroſs the country, by Tritchinopoly, in four or five days, to Cannanore, would prove a conſiderable ſaving of time. The utmoſt punctuality ſhould be obſerved in forwarding advices, whether by ſea or land, from the different Preſidencies, in order that they might arrive at the central ſpot within a day or two of

* Vide the Map of India, publiſhed by Major RENNELL.

† Or rather in three or four days leſs, for the reaſon mentioned in the preceding note, page 41.

each

each other, a thing perfectly practicable in India, where the regularity of the ſeaſons would authoriſe calculations of this nature, to a great degree of niceneſs and certainty.

Should a plan be adopted of the nature propoſed, a little experience of the periodical winds and currents in the Red Sea (and it is certain that our knowledge of this navigation is very circumſcribed) would enable us exactly to fix the periods at which the packets from England and thoſe from India ought to be made up at the reſpective ſtations, and finally diſpatched, viz. from London towards India, and from Cannanore to England. Occaſional official diſpatches could be conveyed by boats ready for caſes of exigency, and theſe to be conſidered as excluſive of the regular eſtabliſhment.

Colonel Wood very properly remarks*, "that until of late years the navigation of "the Red Sea has been very little known, "and as northerly winds generally prevail "in the upper part of the Gulf, betwixt "Judda and Suez, in which part are ſituated "the only dangerous ſhoals, veſſels have "on that account made very tedious paſ- "ſages, having on account of the ſhoals loſt,

* Vide that gentleman's journal of the voyage.

"during

" during the night, the diſtance which they " gained during the day. As the ſhoals and " channels begin at preſent to be very well " known, this will no doubt greatly expedite " the paſſage up the Red Sea."

The only chart that can be at all depended on of the Red Sea, and particularly of the upper part of the Gulf, from Cape Mahomed to Suez, has been publiſhed by Mr. Faden, but notwithſtanding, much is yet required to form a correct chart. A ſurvey of this ſea would not be unworthy the public ſpirit and patronage of the Eaſt-India Company.

Pliny, in his Nat. Hiſt. Lib. VI. Chap. XXIII. informs us, that the Romans were well acquainted with the periodical winds in the Red Sea, and the monſoons in the Indian Ocean. In ſailing for India, they left the port of Berenice, on the Red Sea, in the ſummer months, when the wind blows from the North, and made the coaſt of Malabar in the South-weſt monſoon, which they met without the Straits of Babelmandel. They returned acroſs the Indian Ocean with the North-eaſt monſoon, when they met with a Southerly or South-weſt wind on their entering the Red Sea. Mr. Bruce, the celebrated

brated traveller, who has made many judicious obſervations on the Red Sea, from Cape Mahomet to the Iſland of Perim, remarks, "That it is known to all thoſe who "are ever ſo little verſant in the hiſtory of "Egypt, that the wind from the North "prevails in that valley all the ſummer "months, and is called the *Eteſian* winds; "it ſweeps the valley from North to South, "that being the direction of Egypt and of "the Nile, which runs through the midſt "of it. The two chains of mountains which "confine Egypt on the Eaſt and Weſt, con-"ſtrain the wind to take this preciſe direc-"tion.

"We may naturally ſuppoſe the ſame "would be the caſe in the Arabian Gulf, "had that narrow ſea been in a direction "parallel to the land of Egypt, or due North "and South. The Arabian Gulf, however, "or what we call the Red Sea, lies from "nearly North-weſt to South-eaſt from Suez "to Mocha. It then turns nearly Eaſt and "Weſt till it joins the Indian Ocean at the "Straits of Babelmandel. The Eteſian "winds, which are due North in Egypt, "here take the direction of the Gulf, and

"blow

" blow in that direction ſteadily all the ſea-
" ſon, while it continues North in the valley
" of Egypt; that is, from April to October:
" the wind blows North-weſt up the Ara-
" bian Gulf towards the Straits; and from
" November till March, directly contrary,
" down the Arabian Gulf, from the Straits
" of Babelmandel to Suez and the Iſthmus.
" Theſe winds, which ſome corruptly call
" the *trade-winds*, is a very erroneous name
" given to them, and apt to confound nar-
" ratives, and make them unintelligible. A
" trade-wind is a wind, which all the year
" through blows, and has ever blown, from
" the ſame point of the horizon: ſuch is
" the South-weſt ſouth of the line in the
" Indian and Pacific Ocean. On the con-
" trary, theſe winds, of which we have now
" ſpoken, are called *monſoons;* each year
" they blow ſix months from the northward,
" and the other ſix months from the ſouth-
" ward, in the Arabian Gulf: while in the
" Indian Ocean, without the Straits of Ba-
" belmandel, they blow juſt the contrary,
" at the ſame ſeaſons; that is, in ſummer
" from the ſouthward, and in winter from

" the

" the northward, ſubject to a ſmall inflec-
" tion to the Eaſt and to the Weſt.

" It may be neceſſary here to obſerve, that
" a veſſel ſailing from Suez, or the Elanitic
" Gulf, in any of the ſummer months, will
" find a ſteady wind at North-weſt, which
" will carry it in the direction of the Gulf
" of Mocha. At Mocha, the coaſt is Eaſt
" and Weſt to the Straits of Babelmandel,
" ſo that the veſſel from Mocha will have
" variable winds for a ſhort ſpace, but
" moſtly weſterly, and theſe will carry her
" on to the Straits. She is then done with
" the monſoon in the Gulf, which was from
" the North, and, being in the Indian
" Ocean, is taken up by the monſoon which
" blows in the ſummer months there, and
" is directly contrary to what obtains in the
" Gulf. This is a ſouth-weſter, which car-
" ries the veſſel with a flowing ſail to any
" part in India, without delay or impedi-
" ment. The ſame happens upon her re-
" turn home. She ſails in the winter months
" by the monſoon proper to that ſea, that is,
" with a North-eaſt, which carries her
" through the Straits of Babelmandel. She

" finds,

" finds, within the Gulf, a wind at South-
" eaſt, directly contrary to what was in the
" ocean; but then her courſe is contrary
" likewiſe, ſo that a ſouth-eaſter, anſwering
" to the direction of the Gulf, carries her
" directly to Suez, or the Elanitic Gulf, to
" which ever way ſhe propoſes going. Hi-
" therto, all is plain, ſimple, and eaſy to
" be underſtood; and this was the reaſon
" why, in the earlieſt ages, the India trade
" was carried on without difficulty."

It is rather ſingular that Mr. Bruce, like many others, applies the term Arabian Gulf to the Red Sea. Modern navigators, and moſt books written on the ſubject, hold the Arabian Gulf to be the ſea which ſeparates the coaſt of Arabia from that of India; and this diſtinction appears to be juſt. What Mr. Bruce mentions as the South-weſt trade-wind to the ſouthward of the line, is certainly meant for the South-eaſt, which blows conſtantly between twelve degrees and thirty degrees South, and which from the end of May to the middle of September extends nearly to the equator; the remainder of the year the North-weſt winds prevail. The South-weſt monſoon, which blows to the

northward, never reaches the line, and conſequently does not prevail to the ſouthward of it.

The Eteſian winds, ſays Mr. Bruce, blow in ſummer from the North, through the Valley of Egypt, and ancient Egypt, in the times of the Perſian monarchy, we underſtand from Strabo, did not extend to the ſhores of the Red Sea, but was conſidered merely as that valley which the Nile covers with its waters, and ſheltered within-ſide by a chain of mountains, approximating in ſome places within eight miles, and at others ſtill conſiderably nearer. The poſition of theſe mountains in a parallel direction almoſt North and South, acts as a kind of funnel, and accounts for the long courſe of Northerly winds met with in the higher part of the Red Sea, where the wind, either ſet at liberty by the openings of the mountains, or thrown off by the eaſtern range, takes the direction of the Red Sea, and carries its influence as far as the line of direction will allow, that is, to the twenty-firſt degree of North latitude. Here it meets the South-eaſt monſoon, which blows ſtrong from the entrance of the Gulf eight months in the year.

year, taking in the ſame manner the direction of the Red Sea, as high as Juddah: theſe oppoſite winds create a confuſed ſhort ſea, which renders the in-ſhore channels more proper than the middle one, both for the navigation and the rowing of a ſmall veſſel.

There is only one channel in the Red Sea proper for veſſels of burthen, and even that is not without conſiderable danger, from being ſo little known to European navigators. The Arabian coaſt, from the Straits of Babelmandel to Mocha, is bold and free from rocks: above that, on the ſame ſide, it abounds with numberleſs ſhoals, low iſlands, rocks, and intricate channels. The weſtern, or African ſhore, is much more free from theſe obſtructions, and conſequently ſafer. Its harbours have the peculiar advantage of being clear of bars and banks of ſand, which choak up almoſt all theſe on the weſtern ſide, and which may reaſonably be ſuppoſed to proceed from the ſet of the current and the numberleſs low ſandy iſlands, which from being continually agitated, collect in great quantities, and occaſion the evil complained of.

The harbours in the dominions of the Imamum of Saana, or province of Yemen, bounded on the North by Ras Heli, in latitude eighteen degrees thirty-ſix minutes North, is by far the moſt eligible for the reſort of Europeans. The intercourſe particularly with the Engliſh and other trading nations, has given his ſubjects a more liberal turn of mind than the Arabians of the Hejaz, and which circumſtance is conſiderably aſſiſted by the mild and lenient government of their Prince, who cheriſhes the principles of commerce and univerſal benevolence. The harbours of note in his dominions, are Mocha, Lohica, and Hoddeda, where water and refreſhments of all kinds may be had. In the diſtricts of the Hejaz are ſituated the ports of Juddah, Yambo, Konfodah, and El-Har; in all of them, particularly the laſt, refreſhments are procurable, but the attempt to procure them is attended with difficulty and danger. After entering the Gulf of Suez, the harbour of Tor affords good anchorage and excellent water. On the weſtern ſhore, there are ſeveral ſmall iſlands that afford anchorage, ſome water, and a little wood: the principal are the iſlands

of

of Maſuah and Dahalac, and the harbours of Suakem and Coſire. The river Frat is not clearly aſcertained, but ſuppoſed to be a navigable river oppoſite to Juddah, from which, if exactly explored, many advantages might be derived. At moſt of theſe places water is to be had; ſheep, fowls, and ſome vegetables, goats, and other refreſhments. The northerly winds that prevail ſo long in the higher part of the Red Sea, and the difficulty of entering the Hireipolitic Gulf, at certain ſeaſons, would render a good underſtanding with the people of Coſier particularly uſeful. Coſier is the firſt town in Upper Egypt*, and is much frequented by trading veſſels from Juddah and other parts of the gulf, particularly for tranſporting grain from the fertile countries of the Nile to the coaſt of Arabia, where it is in great demand: it is ſituated in twenty-ſix degrees ſeven minutes twenty-one ſeconds, North. Almoſt due Weſt, not diſtant more than one hundred miles, ſtands Ghinna, on the banks of the Nile, to which place a frequent intercourſe is maintained by means of caravans that collect in its neighbourhood from Syene Eſne and the parts adjacent, in the kingdom

* Appendix, K.

of Upper Egypt. The paſſage from thence down to Cairo would be ſpeedily accompliſhed with the ſtream of the river, in place of croſſing the Deſart of Thebais, an extent of three hundred and twenty miles over barren ſands, infeſted with robbers and banditti. Packets navigating above Juddah in the months of September, October, and November, could land their diſpatches at Coſier, to be forwarded to Cairo: and by this means, (it being rather difficult to enter the Straits of Suez by Ras Mahomed, from the wind blowing in the direction of this narrow gulf) ſave a conſiderable time, and afterwards proceed on with duplicates to Suez, to be in readineſs to return to India with intelligence from Europe. It may not in this place be either unneceſſary or unacceptable to explain ſomething of the nature of the monſoons in the Indian Ocean, and on the continent eſpecially, as it has ſo frequently occurred in the courſe of this work, and is ſo evidently connected with it.

The word monſoon is taken from the Malay language, and ſignifies a ſeaſon. In India, amongſt ſea-faring people, it means the periodical winds, which are denominated

nominated according to the quarter from which the wind blows, ſuch as the South-weſt or North-eaſt monſoons. At land, the word monſoon is applied as a general diſtinction between the ſeaſons: viz. the periodical rains and the dry ſeaſon, by prefixing, as is the caſe with ſea-faring people, the quarter from which the wind comes when the change takes place. The periodical rains in India commence at different periods in different parts of it, and even in the ſame parallels of latitude: in general their ſetting in is attended with heavy ſtorms of wind accompanied by thunder and lightning. The firſt fortnight is by much the moſt ſevere and the rain is almoſt inceſſant. After this period the violence of the monſoon is over, and between the ſhowers, the air is agreeably cool and the country pleaſant. On the weſtern ſide of India the Ghaut Mountains run in a direction parallel with the coaſt, from Cape Comorin to the latitude of Surat, and from thirty to fifty miles inland, which forms the coaſt of Malabar, the Concan, &c. On the eaſtern ſide there is a ſimilar range, but more diſtant from the Bay of Bengal: the territory ſituated between the

bay and theſe mountains is generally termed the Carnatic: the intermediate ſpace between theſe two ranges forms the kingdom of Myſore, the diſtricts of Tippoo, the Mharattas, and Nizam. The monſoon approaches from the South and Weſt, and I ſhould apprehend that the iſland of Ceylon is the firſt viſited by the periodical rains, in the beginning of May. The cauſe of theſe rains is the violent exhalations in the vicinity of the equator, propelled by the ſtrong Weſt winds from the coaſt of Africa: theſe clouds, pregnant with rain, are broke in their eaſterly courſe by the lofty mountains of the Ghauts, where they are attracted, and hover for a certain period till the lower country is completely overflowed. The rains commence in the latitude of Cochin, Calicut, and Tellicherry, from the 15th to the 20th of May, and as the clouds have to travel to the northward, they are ſomething later in higher latitudes: for inſtance, at Bombay and Surat the rains do not ſet in till the 10th or 15th of June, which is generally the commencement of the rainy ſeaſon all over the Guzarat. It would appear that the clouds having performed their functions on the weſtern ſide, paſs over to the eaſtern

ſide,

ſide, alſo by the attraction of the mountains: for the Carnatic, has not the benefit of the rains till the 24th of October, at the time they have entirely ceaſed on the weſtern ſide of India. The reaſon of this, is, the clouds being ſtopped in their eaſterly direction by the Ghaut mountains, and for a time attached to them, find a difficulty in paſſing over the elevated countries of Tippoo; and when this is effected the rains are not ſo violent as on the Malabar ſide, from the quantity of rain expended on the firſt approach of the monſoon from the South-weſt. The middle country, or table land, partakes of both monſoons; but the rains are not ſo heavy as in the low country. The immenſe torrents that ruſh from the mountains, and the clouds daſhing againſt them, make the fall of water and the quantity much greater than in the elevated plain: the rains all over the Peninſula laſt with more or leſs violence for about four ſucceſſive months, during which time the grounds are tilled for grain; and in September or October the crop is gathered in. From this circumſtance the kingdoms ſituated between the Ghauts are not ſo productive of rice as the low countries of Malabar

bar and the Carnatic: other grains that do not require ſo much moiſture, are the abundant produce of theſe climates. On the coaſt of Malabar and to the northern extremity of the Indian Ocean, or rather the Arabian Gulf, the South-weſt wind prevails during the rainy ſeaſon, and is therefore termed the South-weſt monſoon. During the fair weather the North-eaſt is the prevailing wind, although during the ſeaſon, which is termed the North-eaſt monſoon, ſtrong ſoutherly and north-weſterly winds have their proportion: the former from the end of April to the beginning or middle of June, and the latter in the months of February, March, and part of April. At Calcutta the rainy ſeaſon commences about much the ſame time as at Surat and Bombay: viz. the 10th or 15th of June. The reaſon of this is evident: about the latitude of Surat, the country getting quit of the lofty mountains of the Ghauts, opens on all ſides, and gives a free paſſage to the clouds; they continue their northerly courſe till they are checked by the mountains of Rungpore. It is alſo pretty certain, that the clouds interrupted in their courſe by the high iſland of Ceylon, are broken,

broken, at which time a diviſion of them find their way up the Bay of Bengal towards the Ganges. The continuance of the rains in Bengal is alſo about four months, during which time the South-weſt winds prevail in the Bay of Bengal, as does the North-eaſt during the fair weather monſoon.

To reſume the ſubject before us it will, it is to be preſumed, be no inconſiderable inducement to give the plan which I have propoſed a fair trial, ſhould it appear that it may be done at a very moderate expence to the Company.

The Directors now avail themſelves of the regular poſts on the Continent, for the conveyance of their diſpatches by Vienna to Conſtantinople.

The ſame mode might be adopted, with no increaſe of expence, for conveying their diſpatches to Meſſina.

It is neceſſary that an Agent ſhould be appointed at Meſſina, to have under his charge two or three packet-boats *, for the conveyance

* The packet boats in the Mediterranean ſhould be from 70 to 80 tons; thoſe between Suez and Mocha of a ſmaller conſtruction. I am inclined to think that a veſſel

ance of the diſpatches from thence to Alexandria, and for bringing back thoſe forwarded to that port from India.

The expence of forwarding the diſpatches through Egypt to Suez muſt be inconſiderable. The Company have at preſent an active and experienced Agent at Cairo, who would undertake this office.

The packet-boats propoſed to be employed in the Red Sea, and the cruizers between Mocha and the Malabar coaſt, may be included under the exiſting Marine Eſtabliſhment at Bombay, without any additional expence.

Poſt-maſters are already ſtationed through India; and any ſmall addition to their eſtabliſhment would be reimburſed by the inland India poſtage *.

It

veſſel ſomething on the model of the Tartar galley, or nearly on the ſame principle, and drawing about three feet and an half or four feet water, would anſwer the purpoſe. See Captain Forreſt's deſcription of the Tartar galley, in his Voyage to the Molucca iſlands.

* The poſtage on inland letters muſt, if attended to, prove a ſource of conſiderable revenue to the Company, when conducted through our own territories. The poſtage, as now ſettled, is for a ſingle letter,

From

It will appear from this ſtatement, that the only material expence in the plan would be what might be thought fit to allow for the eſtabliſhment at Meſſina. I am ſo anxious to promote the ſucceſs of this plan, and ſo fully perſuaded of its public advantages, that I ſhould be far from impeding its attempt, by any private conſiderations; and ſhall never heſitate to confide in the candour and liberality of the Court of Directors for reward, ſhould my efforts be found to deſerve any.

" It will naturally be ſuppoſed, that no-
" thing, excepting the fear of incurring a
" very heavy expence," ſays Colonel Capper, in his Obſervations on the Paſſage to India, " can prevent or retard the execution
" of a plan founded on both policy and hu-
" manity; but it may eaſily be proved, that
" if an Act of Parliament ſhould paſs to eſta-
" bliſh a poſt for India letters, Government

	Rs.	Qrs.	Reas.
From Bombay to Poona - - -	0	0	50
Tulajapour - -	0	1	50
Hydrabad - -	0	2	0
Maſulapatam -	0	3	0
Madras - - -	1	0	50
Ganjam - - -	1	1	0
Calcutta - -	1	2	25

And in proportion for thoſe of a greater weight.

" or

" or the Eaſt-India Company, might gain " conſiderably by it. It is unneceſſary to " enter into a long ſeries of calculation to " prove the truth of this aſſertion; but if " Government will only give its ſanction " and ſupport to the plan, many individuals " may be found who will make the neceſ- " ſary advance of money, and, in ſhort, de- " fray the whole expence, upon being al- " lowed to receive only a reaſonable poſtage " on the letters.

By the ſeveral ways of the Cape of Good " Hope, Suez, and Buſſora, we ſhall be able " to ſend diſpatches to and from India at all " ſeaſons; but being excluded from any one " of them, there will be an anxious interval " of ſome months in every year, when we " ſhall be mutually ignorant of what is paſſ- " ing in the different countries. To have a " conſtant ſucceſſion of intelligence eſta- " bliſhed, almoſt as regular as our poſts at " home would be, but at a very trifling if any " expence, would afford general ſatisfaction " to every perſon concerned in India affairs; " and, at the ſame time be productive of " innumerable advantages both to Govern- " ment and the Eaſt-India Company."

INSTRUCTIONS

FOR

GENTLEMEN

PROCEEDING TO

INDIA

BY LAND.

INSTRUCTIONS,

&c. &c.

THE nature of the over-land journey to India differing ſo widely from the common mode of travelling in Europe, it becomes neceſſary to explain in what manner a gentleman, who prefers this mode to a ſea voyage, ſhould prepare himſelf for it. In order to obſerve both preciſion and perſpicuity, it may not be improper to treat the ſubject under the following heads:

1ſt. Of money requiſite for the journey.

2dly. Equipment neceſſary for it.

3dly. Preſervation of health, and remedies to be applied in diſorders incident to hot climates.

4thly. Mode and expence of travelling.

5thly. Seaſon of the year moſt proper to commence and proſecute the journey. And,

6thly. The choice of various routes through Europe to India, to enable the traveller to ſelect the one moſt convenient or agreeable: with obſervations on the various coins met with on the journey, &c.

By obſerving this arrangement, I ſhall be enabled to give every requiſite information, and aſſiſt the traveller to ſet to work with as much eaſe and ſatisfaction, as if he had already made the journey out and home.

1ſt. Of Money requisite for the Journey.

It is to be conſidered in what manner the traveller propoſes to accompliſh his journey, ſince the modes of doing it are more or leſs expenſive, according to the circumſtances attending it. Should he prefer a poſt-chaiſe through Europe, and a hired caravan by the route of the Great Deſart, the expences for one perſon would amount to nearly the ſum of 900l. though for a party of three or four, an addition of 300l. to that ſum would be ſufficient. On a more moderate ſcale, and without a hired caravan, or the expence of hiring a veſſel, which is included in the above ſtatement, about 200l. would anſwer the purpoſe, and with a party of three, 500l. By the way of Egypt, with a ſervant, 210l., and with another gentleman, but without a ſervant, 300l. for both: There is yet a more moderate plan, which will be noticed in a future place. I would however adviſe a traveller to have rather more than leſs than theſe ſums, and to have fifty or a hundred pounds to ſpare, rather

than run the riſque of wanting money in a ſtrange country. But, as carrying about large ſums of money in ſpecie muſt always prove detrimental to the intereſt, and ſometimes fatal to the perſon of a traveller, it is a matter of the firſt importance to be properly ſecured, in regard to his letters of credit. The diſtance between Great Britain and India is very great, and the means of procuring caſh not only difficult but precarious. There is beſides the inconveniency and impropriety of carrying a quantity of ſpecie, much trouble in exchanging and adjuſting the variety of coins met with in the courſe of ſo long a journey; not to mention the evident loſs which it always occaſions: it becomes therefore highly neceſſary to point out the means by which every unpleaſant circumſtance may be avoided; and fortunately there is a mode by which the traveller may find as little difficulty in his pecuniary arrangements, as if he lived in the great metropolis of London.

In the proſecution of this object, I was led, in the firſt place, to conſider of thoſe houſes whoſe ſtability and extended credit over the continent of Europe, beſt entitled them

them to diſtinction. From the benefit that I had myſelf experienced in the courſe of my journey, it immediately occurred that the houſes of Herries of St. James's Street, and Hammerſley of Pall-Mall, and which I underſtood were formerly connected, had already eſtabliſhed a connection with the firſt bankers in moſt of the principal cities in Europe, and that the chain might be more and more extended through the whole of different routes, which I have laid down for the ſelection of a traveller.

This plan, which has been proved by the experience of its utility for many years, is practicable, eaſy, and convenient, and provides the traveller againſt all trouble, riſk, and uncertainty; and as I feel infinite ſatisfaction in recommending a ſcheme which has been not only ſo uſeful to myſelf and the public, but which may become particularly ſo to my brother officers and gentlemen reſident in India, I cannot do better than tranſcribe it for their uſe. I annex the printed plan of Hammerſley and Co. which is now before me *, becauſe it contains conſiderably the greateſt number of places,

* Vide Appendix, *L.*

2dly. Equipment for the Journey.

Great care muſt be taken to avoid every thing ſuperfluous and unneceſſary, and to take with you only what is abſolutely wanted. Proviſions intended for ſea-ſtock during the voyage in the Mediterranean, or to be uſed during your ſtay on the Deſart, muſt be ſuch for the ſake of carriage, as contain the greateſt portion of nutrition in the ſmalleſt poſſible ſize.

Tea and ſugar are indiſpenſible articles, as alſo coffee, which is always to be had, and conſequently unneceſſary to lay in a great ſtock of it, excepting on the Deſart, where it is not procurable. Salop, ſago, portable ſoup, juice of lemons, allum, ſpices, and ſalt, are alſo neceſſary, with a ſmall quantity of good Madeira or other wine.

It is calculated that one ounce of powdered ſalop, and the ſame quantity of portable ſoup, put into two quarts of boiling water, is equal to the ſupport of nature for a day. This may be rendered perfectly palatable by the addition of ſpices or eſſence of celery:

from

from theſe data, the quantity of each required can be eaſily found. The nutritive quality of ſpice is unqueſtionable, and one pound of good portable ſoup cakes contains the eſſence of twelve pounds of meat. Salop, in caſes of emergency, may be uſed with cold water only; which, with a little wine, ſugar, and cinnamon, is by no means unpleaſant. At Aleppo and Cairo, in the cold ſeaſon, you will be provided with potted meat of different kinds, and cold victuals of any kind in the months of December and January, will keep ſweet for a fortnight.

To the Deſart you may look for plenty of hares, now then wild fowl, with a little mutton; and ſome fowls occaſionally, from the few villages met with between Aleppo and Buſſora. The Arabs will provide you with cakes made of barley-flour, and ſupply you with a ſmall quantity of camels' milk, and with freſh dates in abundance, which are pleaſant and palatable.

Lemon juice, or eſſence of lemon and water, is a cooling and an agreeable drink, and extremely refreſhing in ſultry weather. Allum will purify and cleanſe your water;

* Appendix, M.

it is of a nature equally cooling and bracing. The proportion is about a quarter of an ounce of powdered allum put into ſeven gallons of water, which though ever ſo thick, will become in leſs than two hours clear and wholeſome.

In regard to baggage, I would recommend as little as poſſible; and even in the moſt expenſive way of travelling, the following articles, in addition to thoſe already mentioned, including the articles on the perſon, would be ſufficient.

A hat and travelling cap,
Two coats, one dark waiſtcoat, and three white ones,
One dozen ſhirts,
One dozen pair of ſtockings,
Two pair of pantaloons, and one pair of black ſilk breeches,
One pair of ſhoes,
Two pair of half-boots,
Black ſtock,
Six white cravats,
A great coat,
A pair of good plain-mounted piſtols,
A pair of ſmall pocket ditto,
A fowling piece,

A ſmall

A ſmall drinking mug,
A tea pot, and to be uſed as a coffee biggin,
A tin boiler,
A deep diſh with a cover, in which you dreſs or warm up your victuals,
Tea cups,
Powder, ball, and ſmall ſhot,
Plates, knives, forks, and ſpoons,
A compaſs,
A ſpy glaſs,
A thermometer,
A ſextant,
Phoſphorus matches,
Medicines,
Bedding, to be put up in a painted canvaſs bag,
Writing materials, razors, combs, &c. put up in a ſmall convenient box.

On your arrival in Egypt or Aſia, you muſt provide yourſelf with a ſcimitar, and complete Turkiſh or Arab dreſs, and not be unmindful of warm under-cloathing, for during the night and the morning it is extremely cold. The head and feet ſhould in particular be kept warm.

All the articles mentioned, may, very eaſily

eaſily be put up in a ſmall compaſs, and increaſed according to the number in the party. The wine is the only thing of a a bulky nature, and to avoid its being ſo is totally impoſſible: the beſt way is to be ſparing and moderate in the uſe of it. One thing you muſt be reminded of, that you cannot depend on either good wine or good tea, after leaving Europe; all the Levant wines are ſweet and cloying: thoſe of Syria full of ſediment, poor, and without flavour. To a traveller who means to be economical, many articles in the foregoing liſt muſt be diſpenſed with, and which muſt be reduced to the following:

One coat and waiſtcoat, with ſix ſhirts,
A hat and travelling cap,
A black ſtock,
Two pair of half-boots,
Two pair of ſtrong pantaloons,
A great coat,
Bedding, to conſiſt of a carpet, a blanket, and coverlid,
Six pair of ſtockings,
A pair of piſtols and ſhort fowling piece to ſling over the ſhoulder, with the neceſſary ammunition,

A drinking

A drinking mug,
Tea pot to be uſed as a coffee biggin,
A diſpatcher,
A pocket compaſs and ſmall ſpy glaſs,
A knife, fork, and ſpoon, in a caſe,
A few medicines,
A razor, ſtrop, ſoap, paper, and writing materials, put up in a ſmall compaſs,
Articles of living, as few as poſſible, without wine.

All theſe muſt be packed up in the ſmalleſt way poſſible, and I would prefer a ſtrong bag to any other mode of conveyance. On the arrival of the traveller in Aſia, he muſt diſencumber himſelf of all his European dreſs and any other ſuperfluities, and until his arrival in India, wear nothing coſtly or attractive: a ſtranger may in this manner reach India in the moſt perfect ſecurity. Should he prefer a more magnificent ſtyle than either of thoſe I have pointed out, it alſo may be accompliſhed by the means of much additional expence.

It will require little ingenuity to diſcover the mode by which the expence may be enhanced: it will be done by multiplying *ad libitum*

libitum the number of ſervants, tents, camels, horſes, and luxuries for the table, with a long liſt of articles both expenſive and unneceſſary, and tending to ſtimulate the paſſion of avarice when it ought to be ſuppreſſed.

PRESERVATION OF HEALTH.

The preſervation of health is a ſubject of very ſerious importance to a traveller, and more eſpecially in a ſituation where medical aſſiſtance cannot at all times be procured. The countries through which you paſs in your way to India are productive of endemical diſorders, which, with a little care, are fortunately of a nature to be guarded againſt. Prevention will in this ſituation be found better than cure; and abſtinence from heavy meals, and temperance in drinking, eſpecially of ſpirituous liquors, to be the ſimpleſt and beſt aſſiſtance to nature. At the ſame time, good living, warm clothing, and comfortable lodging, when procurable, are powerful auxiliaries, and wine of the beſt quality, uſed in moderation ſhould never be omitted by a man in health under the fatigues of a journey. An infuſion, or the tincture of bark, gentian, chamomile, orange-peel, or Stoughton's Elixir, uſed morning and evening are excellent preventative medicines: and if care be taken to keep the body cool by ſalts or other laxatives,

laxatives, little danger can be apprehended from a ſhort ſtay in any climate that I have ever experienced.

In our own country, as well as on the continent of Europe, the eaſterly winds bring on diſeaſes, more eſpecially during the autumn. They conſiſt principally of fevers, fluxes, and aguiſh complaints. The Campania of Rome, during the ſummer, when the wind is from the South, is particularly unwholeſome and inevitably brings on the intermitting fever. Travellers ſhould, if it lie in their route, make all expedition through it, and eſpecially avoid remaining all night on the road; but it is a general maxim that every low ſituation is unhealthy, eſpecially in the neighbourhood of ſwamps and marſhes: theſe, if poſſible, ſhould be avoided by every traveller, and where an option is left, dry elevated ſituations be always preferred. The air of Egypt, from the month of May to September is noxious to ſtrangers, eſpecially to thoſe of a bilious habit: its vicinity to the Deſarts not only of Arabia but of Africa, over which the South or Samiel wind blows for fifty days, is the principal reaſon of fevers and fluxes being ſo prevalent at that ſeaſon of

the

the year: the ſame remark is applicable to Mocha on the Red Sea, when a periodical ſickneſs prevails during that time. At Scandaroon, and almoſt all the harbours of the Levant, the inhabitants are liable to intermitting fevers; eſpecially during the months when the exhalations are moſt prevalent.

It is a fact, long ſince eſtabliſhed, that a current of wind, after having traverſed a conſiderable plain, whether of dry looſe ſand, or of marſhy grounds, imbibes peſtilential qualities. For this reaſon, the Deſarts of Arabia and of Africa, from being ſo much heated by the ſun, muſt be liable to a noiſome vapour in a peculiar degree. It is, however, obſervable, that the diſeaſes ariſing from this cauſe are by no means inflammatory. The neighbourhood of Buſſora is particularly ſubject to diſorders, occaſioned by the Arabs breaking down the banks of the Euphrates, and thereby in revenge to the Turks, inundating the country in the vicinity of the town, the exhalations whereof prove extremely deſtructive to the inhabitants. This was the caſe on my arrival in 1789, as the meagre and ghaſtly looks of the people of all ranks ſufficiently verified.

From

From every obſervation and inquiry that I have been able to make, inflammatory diſorders are thoſe which the leaſt likely to be experienced in the over-land journey. On the other hand, fevers of the remitting and intermitting kinds, and fluxes, are thoſe the moſt to be apprehended. Theſe are the epidemic and endemic diſorders of the Eaſt, when their contagion is propagated by the powerful influence of the ſun, operating on the humidity of the earth, and becoming more or leſs malignant, according to the nature of the ſoil, where the effect of heat and moiſture is produced. The ſeaſon of the year and current of the wind has alſo a conſiderable ſhare in the formation of theſe diſorders; and the autumn brings with it fevers extremely dangerous to European conſtitutions in hot and unhealthy countries.

This being the caſe, and as bleeding, in the hands of an unſkilful practitioner is always dangerous, it ought never to be reſorted to; and the only medicines I would adviſe a traveller to provide himſelf with in order to repel the attacks of remitting and intermitting fevers, ſhould be, the beſt red Peruvian bark, tartar emetic, and ſome antimonial

antimonial medicines, with a few blifters, to which I would add ſome of Dr. James's powders. It is alſo neceſſary in caſes of wounds to be provided with ſome Turlington's drops, or Friar's balſam.

It would naturally, and very properly too be conſidered, great preſumption in me to adviſe the application of theſe medicines, as in this inſtance I ſhould myſelf have had recourſe to an able and intelligent guide: and I cannot do better than tranſcribe the practice recommended by the late Dr. James Lind.

Dr. Lind obſerves, that though a fever is ſo frequent and common a diſeaſe, yet is there perhaps no one ſo difficult to characterize and define by infallible criteria. An increaſed velocity of the circulating blood has been ſuppoſed to conſtitute the very eſſence of a fever: but in ſome fevers, of which he ſhould have occaſion to treat, the pulſe gives no certain criterion of its nature, nor any indication of danger in the diſeaſe. In his opinion, a fever can no otherwiſe be defined, than as an indiſpoſition of the body, attended commonly with an increaſe of heat, a thirſt, often with a head-ach, more frequently with a remarkable quickneſs of the pulſe, or at

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leaſt, a great change from its natural ſtate; and for the moſt part with various other ſymptoms of diſtreſs, which in a few days terminate in a recovery, a remiſſion, or death.

Fevers may with propriety be claſſed into intermitting, remitting, and continual. An intermitting fever leaves the patient free from all ſymptoms of the fever during its abſence or intermiſſion. A remitting fever has irregular or imperfect intermiſſions. A continual fever has not any perceptible intermiſſion.

Each of theſe fevers, whether intermitting, remitting, or continual, may be either attended with the uſual and gentle ſymptoms, or they may be accompanied with violent, dangerous, and fatal ſymptoms, and hence be denominated malignant.

Again, in all thoſe three kinds of the bile, either pure or mixed, be copiouſly or frequently evacuated, by vomit or ſtool: the fever is ſaid to be billious, and there is ſometimes a pain attendant on that evacuation, felt on the ſeat of the liver.

A yellow colour of the ſkin is obſerved, not only in common intermittents, but frequently alſo in other fevers: ſometimes denoting,

denoting, as in contagious fevers, their malignant nature; at other times, an univerſal diſſolution of the blood and humours; and frequently accompanying gentle diſcharges of bile and a diſeaſed liver.

Intermitting fevers are called quotidian or tertian, according as they renew their attack every day, or every other day; and the term double tertian, as made uſe of in the general ſenſe, ſignifies that the patient has two fits, one commonly ſlighter, the other more ſevere, in the ſpace of forty-eight hours.

The chief objects of attention in all ſuch fevers, are the contents of the ſtomach and inteſtines. Immediately upon the patient's firſt complaint, and during the firſt hours of the fever, while perhaps he is only chilly, or complains of alternate fits of heat and cold, the inteſtines ſhould be cleanſed, either by a purge of manna with tinctures of ſenna, or by an oily and purging clyſter.

In a journey of ſuch extent, diſeaſes may ariſe according to the climate and countries paſſed: I have therefore endeavoured to ſelect a few obſervations that may ſerve as a medical guide to the traveller, from Lind and other celebrated authors; and, Dr.

Rowley, who has travelled in all climates, has favoured the author with the following ſhort ſketch of managing the diſorder, that moſt commonly happen.

Colds

Are common to all countries, from morning and evening air. The beſt remedy is a few drops of Dr. James's powder; bathing the feet before going to bed, in warm-water with a little ſalt, or in ſea-water.

Coughs.

Coughs ſucceed colds. If violent, bleeding is neceſſary; if not, a purge firſt, and then a little honey or ſyrup, and tincture of opium may be uſeful: 120 drops of the latter to two ounces of the former; a tea-ſpoonful three or four times a day.

Fevers.

If not of the infectious kind; but if inflammatory, bleeding, Dr. James's powder every ſix hours in ſmall doſes, and half an ounce of nitre diſſolved in a quart of water, as drink will ſoon remove the complaint.

If

If delirium, and other dangerous ſymptoms ſhould attend, bliſtering the back, camphor and powdered ſnake-root will be proper, ſix grains of the former and fifteen of the latter, every four or ſix hours. The inteſtines always to be kept open by a little ſalts and manna, magneſia and rhubarb, or ſenna tea.

Intermittent Fevers or Ague

Are known by their commencement with cold ſhiverings, ſucceeded by heat, and laſtly, perſpiration: the fever then ceaſes for one, two, or three days, and then returns in the former manner.

Cure.

At firſt, half a paper of James's powder may be taken a little before the expectation of the fit, which may vomit and purge; but a much milder way, and more adapted to hot climates, is to give twenty grains of rhubarb and forty of magneſia in a little water.

After the ſtomach and bowels have been cleanſed, a ſcruple of extract of bark with the rezin, may be taken every hour, or every

two hours during the intermiſſion, formed into four pills, and fifteen drops of the acid elixir of vitriol, mixed in three table ſpoonfuls of wine, or brandy and water.

Theſe modes commonly cure the diſorder: but if not, a grain or two of calomel, and fifteen grains of rhubarb muſt be taken occaſionally to remove viſceral obſtruction.

If the acid ſhould diſagree, one grain of white vitriol ſhould be diſſolved in a table ſpoonful of water; and two tea-ſpoonfuls added to each doſe of the bark, inſtead of the acid of vitriol.

Theſe methods generally prove, in a ſhort time, ſucceſsful.

Low Nervous Fever.

Known by a white tongue, great debility and dejection of ſpirits, is common in moiſt weather and in autumn.

Cure.

Opening the bowels with rhubarb and calomel, or magneſia.

Then the bark as in the intermittent fevers, or ague, is to be given daily, three or four times,

times, without any regard to the quick pulſe or heat; thouſands have been thus cured.

If the ſkin be dry, Dr. James's powder, the antimonial wine, &c. may be given; but not longer than merely to open the ſkin.

After opening the pores of the ſkin by James's powder, and the bowels by twenty grains of rhubarb and two grains of calomel, it is an excellent practice to exhibit the bark and acid of vitriol as early as poſſible.

The next day a return of the fever is to be expected, unleſs a ſufficient quantity of bark has been taken. In this caſe, the antimonial medicines are to be repeated during the continuance of the fever: and if the head-ach be violent, or the patient be threatened either with a delirium or coma, a bliſter ſhould be applied to the back. Recourſe muſt be again had to the bark, as ſoon as the fever leaves the patient, and to that medicine, if he is much weakened by preceding fits, ſome ſnake-root or camphire may be added.

All ſaline remedies, unleſs in the true inflammatory fevers, are inconſiſtent practice, as the following fourteen erroneous practices

fully determine: theſe ſceptic remedies ſtand foremoſt in the catalogue, which is as follows:

Exceptionable Practices in Putrid-tending Fevers and Diſeaſes.

1. Bleeding.
2. Nitre, or cooling ſalts.
3. Vomiting more than once.
4. The detaining patients in bed, if avoidable.
5. Bliſtering, unleſs in certain caſes of delirium.
6. Promoting too much perſpiration.
7. Checking ſalutary purgings ſuddenly by opium.
8. Not carefully cleanſing the putrid ulcers of the throat, or the fur of the tongue.
9. Suffering the patients to ſleep too much.
10. Not freely admitting freſh air, which is of the greateſt importance.
11. The giving animal broths, milk, &c.
12. Volatiles.
13. The depending on trifling ſaline draughts, &c.

14. The

14. The not adminiſtering the bark in the very early ſtages of putrid fevers, with acid of vitriol, &c.

In the abſence of fever nothing can ſave the patient but wine, acid of vitriol, bark, and ſnake-root; but it muſt be obſerved, that travellers commonly have a compendious medicine cheſt.

In Dr. Rowley's remarks on the modes of treatment in the cure of putrid-tending infectious fevers, the following may be worthy of attention:

From the decided conviction attending many hundreds in the diſeaſes called putrid, it may be affirmed that thouſands have periſhed, and do periſh, through the prejudices imbibed from Boerhaave's and other ſubſequent ſyſtems; and it is likewiſe affirmed, that as many thouſands may be ſaved by relinquiſhing thoſe prejudices.

After freely delivering theſe ſentiments on diſorders that have made, and do make ſuch dreadful havock amongſt inferior mechanics, ſoldiers, ſailors, and even amongſt the higher claſſes, while infectious diſeaſes ſpread their deſtructive influence, the ſimple and conſiſtent

ſiſtent modes of cure that have proved ſo very ſucceſsful, ſhall be faithfully delivered.

The fevers, called putrid, are thoſe in general that are infectious, capable of ſpreading their baneful influence from the infected patients to perſons not infected; who likewiſe in certain ſtages of the diſeaſe communicate the fever to others, and thus, it may be juſtly called an epidemic acute feveriſh diſeaſe, ariſing from the reception of air contaminated with putrefactive particles.

The *plague* of Turkey, &c. is nothing more than a higher degree of putrid fever.

Theſe putrid infectious fevers are diſtinguiſhable from the true inflammatory, from nervous and intermittents, by this one ſign; namely, that the firſt are infectious, the latter not, beſides various differences in the ſymptoms,

The putrid fevers, in which the methods of cure have proved ſo ſucceſsful, have ariſen in general from air contaminated with the putrefactive particles of dead human bodies at the Havanna, &c. 1762, and vegetable putrefaction in the rainy ſeaſons of the hot climates, where the exhalations of the putrid bodies

bodies tainted the ſurrounding air, and where the moſt decided putreſcent appearances, amongſt many hundreds of the infected, were ſoon perceived; as brown tongue, heat, thirſt, purple ſpots, &c. therefore, it is preſumed, no proofs of a ſucceſsful practice can be exhibited more deciſive in the cure of putrid-tending diſeaſes than the ſubſequent.

The ſame plans of cure have not only ſucceeded in the malignant putrid ſore-throat and putrid fevers, but likewiſe in a variety of remarkable inſtances of the worſt ſpecies of the confluent ſmall-pox, accompanied with purple ſpots in different parts of the body, and with all thoſe ſymptoms that have been, and are always conſidered fatal.

The ſucceſsful Mode of treating Putrid Fevers, as practiſed by Dr. Rowley, Phyſician to the St. Mary-le-Bone Infirmary.

1ſt. On admiſſion, the patients are put immediately into a warm bath, and thoroughly cleanſed.

2dly. The clothes they have worn are taken from them, and clean ſweet dreſſes allowed by the Infirmary, are put on.

3dly. They are conducted to a clean bed, without curtains.

4thly. The windows, ſome of which are made to ſwing in certain directions are always open, as likewiſe the doors, winter and ſummer, in order that freſh air may be conſtantly ſupplied, and the noxious air and putrefactive particles may be excluded.

5thly. Fumes of herbs are diffuſed with vinegar, &c. and gunpowder wetted, ſo as to make what is called wild-fire, is fired on ſhovels of red-hot coals.

6thly. All offenſive ſmells are immediately removed by the nurſes, and every effort is exerted to purify the air and exclude what is foul. Nothing contributes more to the putrid-

putrid-tending diſeaſes than the conſtant admiſſion of a ſtream of freſh air through the apartments.

7thly. As the fourteen erroneous and incongruous methods of treatment, ſuch as bleeding, ſaline remedies, ſweats, &c. &c. mentioned in the treatiſe on the malignant ulcerated ſore-throat, are carefully avoided.

8thly. All animal foods, and even broths are forbid. Sago, ſalop, rice, panada, and wine, are allowed, and given occaſionally, in ſmall portions as food.

9thly. The vitricolic acid is mixed with water, and ſweetened ſo as to make a pleaſant grateful drink, or the tincture of roſes is uſed as a common drink. The acid of ſea-ſalt has been uſed, diluted with water; but after repeated trials it was found to occaſion purgings, and therefore was excluded.

10thly. Other drinks are allowed, as mint and balm tea acidulated, barley-water, rice-gruel, &c. as circumſtances may require.

MEDICINES GIVEN.

Firſt. The antiſceptic purging powder, compoſed as follows: Take of powdered rhubarb

rhubarb one ſcruple, cream of tartar two ſcruples: to be immediately taken in a little honey or common treacle. Or the inteſtines are opened by the following: Take of infuſion of ſenna one ounce and a half, tincture of ſenna half an ounce, powdered cream of tartar two ſcruples.

2dly. The antiſeptic mixture compoſed as follows: Take of powdered bark half an ounce, ginger one drachm, water a pint, elixir of vitriol, or diluted vitriolic acid two drachms: make a mixture, of which take three table ſpoonfuls every two, three, or four hours. To this mixture ſometimes a little brandy or tincture of bark is added. If this preparation ſhould diſagree with the ſtomach, then three drachms of the extract of bark in fourteen ounces of the decoction of bark, to which are added two ounces of the tincture, and one drachm and a half of the diluted vitriolic acid are taken.

To cleanſe the mouth, fauces, and tongue, eſpecially if incruſted, or, what is called clammy; or if the brown thruſh appears, the following ſolution of borax is uſed, it will certainly cleanſe the foul, brown, or blackiſh-coloured

coloured tongue. Take of borax two drachms, which diſſolve in half a pint of water, treacle, a table ſpoonful.

The borax ſolution is applied to the tongue, and the part is gently rubbed; then with a whalebone it is ſcraped, or by any other ſimilar means.

The generality of patients are treated as hath been related, from their admiſſion into the Infirmary, until the putrid-tending fever is perfectly cured by the means already mentioned; and above ninety, and ſometimes ninety-five or ninety-ſix out of every hundred have been thus cured, which the infirmary books fully teſtify, agreeably to the viſiting book, and to the report of Mr. Hooper, houſe apothecary, who examined the hoſpital books, to aſcertain the number cured in every hundred. The putrid fever, by immediately checking its progreſs, ſeldom becomes very violent, and many dangerous ſymptoms mentioned by authors in its different ſtages, never appear.

It may be remarked, if the putrid, malignant, and infectious fevers were not ſometimes accompanied with difficulty of breathing,

ing, cough, or aſthmas, that we ſhould ſcarcely ever loſe a patient.

Thoſe few who have died among the many hundreds infected, were either very old, had coughs, difficulty of breathing, or other ſymptoms, which have prevented the uſe of bark and acids.

Thoſe who had coughs, aſthma, difficulty of breathing, or pleuriſy, took the following mixture; and amongſt theſe, though ſome few died, owing to their not being able to take the bark and acids, yet many others have recovered.

Take of camphir one drachm, which diſſolve in a table ſpoonful of rectified ſpirit of wine, mucilage of gum arabic three quarters of an ounce, pure water nearly one pint; mix them, of which take three table ſpoonfuls every four hours.

To this mixture, ſometimes were added, two grains of tartar emetic; to others, an ounce of vinegar. In caſe of purging, the antiſeptic laxative was occaſionally repeated, to remove what irritated the inteſtines, and the following mixture given.

Take of extract of logwood two drachms,

which

which diſſolve in one pint of chalk julep, by rubbing in a mortar, then add tincture of opium one drachm and a half, make a mixture. Two ſpoon-fuls, three or four times a day.

Brandy is added occaſionally to this mixture. But purgings that happen in putrid fevers ought not to be imprudently checked, for they are often ſalutary, therefore the aſtringent mixture was ſeldom uſed.

In nauſea, or vomiting, the antiſeptic laxative weres given to convey the irritating cauſes through the inteſtinal canal. Bliſters were rarely applied, except in violent coughs, difficulty of breathing, or in the pleuriſy, and then they are ordered to be placed on the ſcrobiculus cordis, or pained ſide.

In all fevers a free circulation of *pure air* is abſolutely neceſſary.

Rheumatiſm.

From ſudden heats and colds this diſorder is not uncommon. If the pain be in any particular part, bliſtering is neceſſary, until the pain be removed. Internally, three or four grains of James's powder, and half a grain of calomel may be taken night and

morning, with fifteen or twenty drops of laudanum in a little water, or wine and water. Theſe remedies muſt be continued for two or three weeks, if the diſorder continue; every third or fourth day giving a purgative of twenty grains of rhubarb, or jalap and cream of tartar. Ten grains of jalap to thirty grains of powdered cream of tartar are moderate doſes.

Purging, or Diarrhœa.

Give ten or twenty grains of rhubarb, and thirty or forty grains of magneſia, to clear the bowels; then mix a quarter of an ounce of chalk prepared, with a pint of weak ſpirit and water, with a quarter of an ounce of the opiate ſpecies. Take three table ſpoonfuls after each ſtool, avoiding vegetables, acids, fruits, &c.

Dyſentry, or Bloody Flux.

The treatment the ſame as the former; but if the diſorder ſhould not yield, add two grains of the white vitriol, to be well diſſolved in the mixture, and give a clyſter occaſionally of ſixty or eighty drops of laudanum in a quarter of a pint of chamomile, or

any

any tea, and add two or three grains of white vitriol, which is to be diſſolved. This ſtops the worſt fluxes, if repeatedly adminiſtered.

Cholera Morbus.

This is a vomiting of bile and obſtinate coſtiveneſs, with violent gripings.

Five grains of cathartic extract, and one grain of calomel ſhould be taken every hour until ſtools are procured; clyſters of oil, ſalt, and warm-water ſhould be repeated; the belly ſhould be fomented, and after each pill a little ſenna tea, and tincture of ſenna ſhould be given, with ſmall doſes of Glauber ſalts.

Pleuriſy.

A pain in the ſide with difficulty of breathing, and acute fever.

Bleed freely, bliſter the part. Take four grains of James's powder and a quarter of a grain of calomel every four or ſix hours, with the nitre drink already mentioned.

To promote expectoration. After the third or fourth day of the diſeaſe, ten or fifteen drops of vinegar of ſquills may be added to the nitrous drink, in the doſe of a ſmall wine-glaſs, and a little honey.

The inflammation of the lungs and liver to be treated in a ſimilar manner; only that in the former, the pit of the ſtomach ſhould be bliſtered, and in the latter the margin, or rather below the margin of the ribs, as the liver is immediately ſituated under and below the ribs; the larger lobe on the right, and the leſs on the left.

Theſe ſhort directions are more likely to prove uſeful to travellers, than long deſultory medical treatiſes, which are chiefly intended for the faculty.

The Medicine Cheſt for a Traveller.

1. Extract of bark with the rezin, a pound or two; extract of logwood, two ounces.
2. Species for the opiate confection, half a pound. Confections do not keep.
3. White vitriol, one ounce.
4. Acid elixir of vitriol, ſix ounces, or eight, or one pound.
5. Camphor, two ounces, in a bladder.
6. Powder of ſnake-root, two ounces.
7. Prepared chalk, two pounds.
8. Powdered nitre, two pounds; cathar-

tic

tic extract two ounces in a bladder; Glauber or Epſom ſalts in a bladder.

9. Calomel prepared, two ounces.

10. Dr. James's powder, eight ounces.

11. Liquid laudanum, half a pint.

12. Tincture of ſenna, a pint.

13. Borax, two ounces.

14. Magneſia, half a pound.

15. Tartar emetic, one ounce.

16. Powdered Spaniſh flies, two ounces.

17. Adheſive plaiſter for bliſters: the latter to be ſpread, and the powdered flies ſprinkled over and preſſed in.

18. Jalap two ounces, powdered.

19. Powdered cream of tartar, half a pound; ſalts of hartſhorn, Goulard's extract for cooling waſhes, two ounces of each.

20. Cathartic extract, for coſtiveneſs, &c.

4thly. Mode and Expence of Travelling.

Before entering on this ſubject in the way of calculation, it may not be unneceſſary to mention in general terms ſomething of the manner of living, and of other matters relative to travelling, in order to afford thoſe who are unaccuſtomed to long land journies ſome inſight into the nature of them.

It is proper for a traveller before he ſets out, to conſult the ſtate of his finances, and from thence to determine in what manner he can afford to commence and to continue his journey. If he can afford to travel through Europe in the ſtyle of Mi Lor Anglois, and at his leiſure, with an Engliſh poſt-chaiſe, ſervant, and courier, the article of expences is not ſo much to be attended to; but to avoid impoſition, he ſhould always make a bargain for his dinner and his ſupper, and alſo for lodgings, ſhould he remain all night, or allow the courier to do ſo before his arrival at the Auberge, where he means to put up. The courier ſhould be thoroughly acquainted with the languages and coins of the Continent; and honeſty, where it is to be acquired, will be found a great recommendation.

To thoſe who are inclined to travel on a more moderate plan, I would adviſe the table d'hôte of the country. Here the prices of every article is regulated in a placard, hung upon ſome conſpicuous part of the room where you dine, and according to the price you give, or the houſe you frequent, you may mix with the beſt ſociety of the place,

hear

hear the news, obſerve the manners and cuſtoms, and ſtudy the language of the people; circumſtances but too little attended to by the generality of modern travellers.

In Hamburg, Oſtend, and other ſea-ports, you may dine handſomely at the beſt houſe in this way from half-a-crown to three ſhillings, the ſmall wine of the country included. If you wiſh to indulge in good wine, you will be charged from three to four, and even five ſhillings the bottle. Lodgings and ſeparate livings is dear at hotels, and therefore a ſtranger, if he propoſes to make any ſtay, ſhould endeavour to procure accommodation in a private family, where lodging is very reaſonable, and where a ſtranger, if he chooſes, may live *en penſion*, or, in other words, be a boarder with his landlord. In ſome of the cheap towns and large villages in Germany, a ſtranger may be very decently accommodated with board and lodging for the moderate ſum of three guineas per month; but then he muſt be contented to drink the cheap wines of the country, and muſt not expect to indulge in any luxuries. Tea and coffee will be included, with a good table, and abundance of fruit, cheeſe, and

butter. Dining in your bed-room, which is generally the caſe at hotels if you decline the table d'hôte, is uncomfortable, and you are charged three, if not four times the price that others pay, and by no means ſo well attended to, or will the victuals they provide you with be better. For a ſitting room you will be very exorbitantly charged, and not always to be had.

The economical traveller muſt content himſelf to travel in the diligence, or ſtage-coaches of the country, which, generally ſpeaking, are extremely ill-contrived and tedious, their common rate of travelling hardly exceeding three Engliſh miles an hour; but they frequently are on the road, with little intermiſſion, both day and night; the fare is low, perhaps not exceeding three-pence per mile, which is a circumſtance well ſuited to a ſcanty purſe; and the table d'hôte being ſuited to the conveyance, ſeldom exceeds ſixteen or twenty-pence a-head, which, with double that ſum for ſupper and lodging, with ten-pence for breakfaſt, will about conſtitute the whole daily expence.

Since the breaking out of the war between Great Britain and France, and eſpecially ſince the

the capture of Oſtend, the only mode left for the traveller proceeding to or from the Continent of Europe is the route by Hamburgh. From London, the mail-coach leaves town every evening, as other private conveyances likewiſe do, and arrive the following day at Yarmouth, where the beſt houſes are the Wreſtlers and the Angel. There are ten packet-boats, which, ſince the commencement of the war, have been removed from Harwich, and who ſail regularly in their turn every Sunday and Thurſday. The paſſage may be reckoned from forty-eight hours to three days to Cuxhaven. This place, which is only a miſerable village, is ſubject to the Municipality of Hamburgh, whence it is nearly eighty miles diſtant. There are cutters which ſail between Hamburgh and this place, and with wind and tide, the paſſage is very expeditious; but otherwiſe, I would recommend the land conveyance, which is certain, though expenſive and very tedious from the badneſs of the roads. On the arrival of the traveller at Hamburgh, he will find the beſt accommodation at the King of England, and next at the Emperor's Hotel, or Keyſer's Hoff; but there is a very

very-good houſe called the Prince of Wales, where the Engliſh papers are taken in, and which is much frequented by gentlemen of that nation: you may dine here comfortably for two ſhillings.

Before the war, the packets for Oſtend and Helvoetſluys ſailed from Harwich, as thoſe for Calais did from the port of Dover.

I would, in the firſt place, adviſe the purchaſe of a poſt-chaiſe in London, to be afterwards ſold at the port of the Mediterranean, where the traveller embarks for the Levant, and to engage a companion for the journey, for his own comfort as well as to leſſen his expences.

	£.	s.	d
A ſtrong ſecond-hand poſt-chaiſe, with new wheels, imperial, and harneſs, will coſt - - - - - - - - -	60	0	0
A paſſport from the Secretary of State's Office, which ſhould never be neglected to be taken out by every traveller - - - - - - - -	2	2	0
	62	2	0

Expences

	£.	s.	d.
	62	2	0
Expences to Yarmouth, 122 miles - - - - - - - -	10	0	0
For a paſſport - - - - - -	0	12	6
Cuſtom-houſe Officer, for examining your baggage - -	0	5	0
Conveying baggage to the Pier, about - - - - - - - -	0	2	0
Conveying yourſelf and baggage on board - - - - -	0	5	0
Expences at Yarmouth - -	1	1	0
Paſſage-money to Cuxhaven, three guineas; but if the captain of the packet provides - - - - - - - -	4	4	0
Do. for the carriage, and ſervant, for whom half price is	3	13	6
From Cuxhaven, a dirty village, to Hamburgh, diſtant eighty miles, in a cutter *, -	0	10	0
For ſervant and expences - -	1	1	0
	83	16	0

Expences

* This paſſage, by the aſſiſtance of the tide, although the wind be contrary, is performed in thirty hours, but when

	£.	s.	d.
	83	16	0
Expences at Hamburgh during a ſhort time - - - - - -	10	0	0
Travelling from Hamburgh to Meſſina - - - - - - -	100	0	0
Expences at Meſſina for a few days - - - - - - - -	5	0	0
Paſſage-money in a hired veſſel from Meſſina to Latakea, or Scandaroon, at leaſt 200 chequins, or - - - - - -	90	0	0
Expences at either of theſe places - - - - - - - -	5	0	0
Expences of a journey from either place to Aleppo, about ſixty piaſtres, or - - - -	5	0	0
Expences at Aleppo for living at leaſt ten pounds; it being always cuſtomary to make a preſent in money to the maſter or miſtreſs of the family where you reſide - - -	10	0	0
	308	16	0

when both are in favour, it is done in ſix hours. The accommodation is bad at Cuxhaven, and the road to Hamburgh, by land, worſe.

Expences

	£.	s.	d.
	308	16	0
Expences for a country dreſs for yourſelf and ſervant - -	12	0	0
Expences of hiring a caravan of forty armed men - -	400	0	0
Do. for proviſions and neceſſaries laid in for the journey	40	0	0
Preſent to the Arab Sheick, or Chief, to ſervants, and expences at Buſſora - - -	20	0	0
Paſſage-money to India, 600 Rupees, or - - - -	67	0	0
	£. 847	16	0

The calculation may be termed an expenſive one, but if the extra expences are ſubtracted from it, they will come conſiderably lower. The carriage, after having performed the journey, ſhould ſell for the like ſum of ſixty pounds. A paſſage from a port in Italy to the Levant, ſhould not be more than thirty pounds for maſter and ſervant, and in place of hiring a caravan, if the traveller proceeds with one of the merchant's, procuring eighty pounds, would be ſufficient to cover all his expences in place of

of 440l. as ſtated in the foregoing account; but ſhould he have procured a companion, as I have already adviſed, in this caſe the deduction will be ſtill more conſiderable, in as much as one half of the travelling expences through Europe will be defrayed by him, and reduce the account fifty pounds more, leaving the net amount at the ſum of three hundred pounds ſixteen ſhillings.

Calculation of the Expence of travelling for one Gentleman in a comfortable genteel Style, but without a Servant; ſhould there be one, he muſt be allowed for beſide.

	£.	s.	d.
Paſſport from the Secretary of State's Office - - - - -	2	2	0
From London to Yarmouth in the mail-coach - - - -	1	18	0
Expences at Yarmouth, and on the road - - - - - - -	2	4	6
Incidents in the paſſage from Yarmouth - - - - - -	0	10	6
Paſſage-money to Cuxhaven -	4	4	0
Do. up the Elbe to Hamburgh	0	10	6
Expences at Hamburgh - -	2	2	0
	13	11	6

Journey

	£.	s.	d.
	13	11	6
Journey in the diligence, or ſtage-coach, from thence to Meſſina, 1258 miles, at the rate of three-pence per mile	15	14	6
Living on the road at ſix ſhillings and ten-pence per diem for twenty-five days - -	8	10	10
Incidents during the journey, including all extra charges -	3	3	0
Ten days ſtay at Meſſina, waiting for a veſſel, at ten ſhillings per diem - - - -	5	0	0
Paſſage money from thence to Latakea or Scandaroon, and for incidents at Cyprus, where it is moſt probable the veſſel would put in, if not land the paſſengers - - -	25	0	0
Expences at Latakea or Scandaroon, including the price of a Turkiſh dreſs - - -	7	0	0
Expences in the journey to Aleppo, thirty piaſtres, or -	2	10	0
	80	9	10

Expences

	£.	s.	d.
	80	9	10
Expences during the ſtay at Aleppo - - - - - - -	10	0	0
Charges in croſſing the Deſart, including all expences	60	0	0
Expences at Buſſora will be but trifling, as the Chief generally invites all ſtrangers to the factory, but allow - -	5	0	0
Paſſage-money to Bombay, 400 Rupees, at two ſhillings and three-pence - - - - - -	45	0	0
Total	200	9	10

Calculation of Expences of travelling for a Gentleman and his Servant by the Route of Cairo to India.

	£.	s.	d.
Expences from London to Meſſina - - - - - - -	34	6	0
Servants expences - - - -	17	3	0
During ſtay there - - - -	5	0	0
Servant - - - - - - - -	2	10	0
Paſſage-money to Alexandria -	20	0	0
Do. for ſervant - - - - -	10	0	0
	88	9	0

Stay

	£.	s.	d.
	88	19	0
Stay there - - - - - - -	5	0	0
Charges to Suez - - - - -	20	0	0
Stay there - - - - - - -	5	0	0
Paſſage to India for ſelf and ſervant - - - - - - - -	70	0	0
Country dreſſes for yourſelf and ſervant - - - - -	18	0	0
	206	19	0

Calculation, on a Plan of ſtrict economy, for a Gentleman proceeding to India, without a Servant, by the Way of Cairo.

	£.	s.	d.
Paſſport from the Secretary of State - - - - - - - -	2	2	0
From London to Yarmouth by the mail-coach - - - - -	1	18	0
Expences at Yarmouth, and on the road, &c. - - - - -	2	4	6
Paſſage to Cuxhaven - - -	4	4	0
From Cuxhaven to Hamburgh	0	10	6
Incidents - - - - - - -	0	10	6
Expences at Hamburgh - -	2	2	0
	13	11	6

	£.	s.	d.
	13	11	6
Journey from Hamburgh to Meſſina, 1258 miles, at the rate of three-pence per mile	15	14	6
Living on the road at ſix ſhillings and ten-pence per diem for 25 days - - - - - -	7	5	10
Incidents during do. including all extra charges - - -	3	3	0
Ten days ſtay at Meſſina, waiting for a veſſel, at ten ſhillings per diem - - - - -	5	0	0
Paſſage Money from thence to Alexandria - - -	20	0	0
Expences at Alexandria and the purchaſe of a country dreſs	12	0	0
Expences to Cairo, and from thence to Suez - -	20	0	0
Paſſage Money to India - -	50	0	0
Total Amount £.	146	14	10

In the firſt calculation which I have made, I have ſuppoſed the traveller, in regard to pecuniary matters, as perfectly at his eaſe, and that

that he is able to travel "comme il faut," without paying attention to every ſhilling which may in the courſe of the journey paſs through his hands. On his journey acroſs the Deſart, he muſt be provided with a comfortable ſleeping tent for himſelf, and another ſmall one for his ſervant and baggage, with ſkins for water; all the other neceſſary articles I have before enumerated. A horſe may be added, ſhould the traveller be inclined to ride in the cool parts of the day. For theſe conveniences ten camels will be required; but ſhould there be a party of three or even four, ſixteen camels would be found ſufficient for every purpoſe, and would make the journey come extremely reaſonable. I beg leave in this place to offer a remark, which in certain ſituations may be uſeful: it has been found by experience, and it is well known to all who have been any time reſident in India, that water is the beſt purifier of the hot winds. For this reaſon it is, that during the time they are moſt prevalent, the officers in camps and cantonments have their tents and bungaloes almoſt ſurrounded with tatties, or in other words, hurdles, covered with a ſpinous graſs of the creeping kind,

which, when properly laid on, afford a free circulation for the wind, and communicate to the apartment an agreeable coolneſs. When water is procurable, which is but ſeldom the caſe on the Deſarts, it is adviſeable to have open cloths hung up before your tent and kept conſtantly wet; but where water is not to be had, the hot winds ſhould by all poſſible means be excluded, and the tent pitched with the door from the Deſart, towards the river, and by no means to front it. The traveller ſhould alſo avoid the meridian ſun, and rather ſeek repoſe under the beſt covering he can find than proſecute his journey ſubject to its influence. Theſe obſervations can only relate to thoſe of affluent fortunes, who look for all the conveniences which can be afforded during an arduous and a fatiguing journey. Thoſe who mean to travel on a moderate ſcale muſt regulate their expences accordingly, and though they may be deprived of ſome luxuries, ſtill they will be able, with the aid of a ſound conſtitution, to derive all the variety and pleaſure, with moſt of the comforts, at a far eaſier rate. In regard to my own, I do not heſitate to ſay, inexperience, and more particularly the want of a proper guide, and ſpecific inſtructions relative to the

nature

nature of the undertaking, occaſioned to me much extraordinary expence, delay, and inconveniency. I ſhall here ſubjoin my account of expences, which will explain the impoſitions to which I was ſubjected, and will caution other travellers againſt others of a ſimilar nature.

Expences attending Major Taylor's journey from London to Bombay, conſiſting of a party of three perſons with two ſervants:

	£.	s.	d.
A coach with imperials - -	75	0	0
Expences from London to Dover, including all expences for four horſes, and two ſaddle ditto - - - - - -	15	16	0
Expences at the Inn at Dover, Cuſtom-houſe fees, wharfage, ſhipping, baggage, ſtock for the paſſage, &c. &c. -	4	18	6
Hire of the whole packet to Oſtend - - - - - - -	12	12	0
Expences at Oſtend of all kinds, ſuch as landing the carriage			
£.	108	6	6

	£.	s.	d.
£.	108	6	6
and bringing it to the Hotel, preſent to the ſailors, &c. -	8	1	0
Expences of travelling from Oſtend to Venice, being 986 miles - - - - - - - -	97	16	0
Expences at Venice, including ſea-ſtock, and all contingencies - - - - -	169	15	7
Paſſage Money from Venice to Zante, 3,100 Italian livres, at five pence halfpenny each	71	0	10
Paſſage Money from Zante to Alexandretta - - - -	210	0	0
Expences at Cattaro - - -	18	10	0
Expences at Zante, viz.			
For ſtock - - -	15	10	0
Board and lodging - - -	12	0	0
Contingent expences, Cuſtom-houſe fees, &c. - - -	3	0	0
Expences at Cyprus - - -	1	5	0
Ditto at Scandaroon - - -	1	10	0
Expences of travelling to Aleppo, including contingent ex-			
£.	715	14	11

pences

	£.	s.	d.
	715	14	11
pences on the road 132 piaſtres - - - - - - -	11	0	0
Expences at Aleppo, and paid for dreſſes - - - - - -	40	0	0
Paid for two tents - - -			
Paid by the Conſul to the Arab Sheick who commanded our eſcort, for all neceſſary carriage, protection, and accommodation - - - - - -	333	6	8
Paid at Aleppo for an excellent horſe - - - - -	37	10	0
Paid for a hack - - -	8	6	8
Contingent expences at Buſſora and at Buſhire - -	10	0	0
N. B. At both places we lived with the Reſident.			
Paſſage Money to Bombay uſually 400 Rs. for each perſon, amounts to 1,200 Rs. at two and one-third - - -	135	0	0
Ditto for a horſe - -	22	10	0
	£.1312	18	3

I now come to adviſe the more moderate and prudent traveller in what manner he is

to equip himſelf at Aleppo for the journey in which he is to accompany a merchant's caravan. The expences from Latakea, or Scandaroon, ſhould not exceed twenty piaſtres for the hire of his horſes, and fifteen more may be allowed for living on the road and contingent expences. For lodging, a piaſtre each night is the regular price, and eating is very moderate. Milk, butter, eggs, fruit, and fowls, are to be had in plenty in Syria, which, with a little coffee, would, I preſume, be all that a traveller could deſire for the three days which he would be on the road.

At Aleppo he ſhould provide himſelf with one ſtrong camel for his mohaffa, with three others of an inferior kind for his ſmall tent, bedding, proviſions, and water. This will amount to 165 piaſtres. An interpreter is neceſſary to preſerve a communication with the Sheick, and others in the caravan, to whom ſixty piaſtres will be a ſufficient recompence. The mohaffa will coſt thirty piaſtres, and the ſkins for water, together with the requiſite apparatus, twenty more. A ſmall tent will coſt forty piaſtres, and the articles neceſſary for living, viz. coffee, ſugar, bread, rice, clarified butter, tongues, potted meat,

meat, a little eſſence, onions, pepper, ſalt, &c. might be all purchaſed for 100 piaſtres. Contingent expences for the purchaſe of hares, mutton, fowls, and dates, now and then, with little preſents to the Arabs, may be computed at ſixty more, in which may be included the charge of conveying your baggage from the town of Zebeer to Buſſora. I may, very poſſibly have omitted ſome trifling matters, but the expences of theſe muſt be very ſmall. A pair of well ſeaſoned leather bottles or canteens, is abſolutely neceſſary to contain water that is purified by the means already noticed and wanted for drinking and immediate uſe: this is a circumſtance to which too ſtrict attention cannot be paid.

All the expences which I have here enumerated will come within the ſixty pounds which I have allowed for a traveller's expences on the Deſart. Wine I have not taken into the account. Six dozen of wine is a ſufficient load for a camel, which will coſt thirty-five piaſtres, beſides the charge for ſaddles, camel trunks, and the original coſt of the wine; but it is ſo great a comfort, and at the ſame time ſo neceſſary to health, that it is not eaſily to be diſpenſed with; and two

or

or three dozen would, for one perſon, be amply ſufficient.

There may ſtill be a more reaſonable mode of travelling pointed out: but then the traveller muſt be contented to ride on a camel in place of the mohaffa; another will carry his tent and all his baggage and proviſions, and with which he muſt not incumber himſelf. By this retrenchment the expence of two camels and their apparatus will be ſaved, as alſo a conſiderable reduction in the article of proviſions; and, if thought proper, the expence of the interpreter. You may alſo uſe what economy you pleaſe in regard to contingent expences on the Deſart; which may in all make a ſaving of one half. Some travellers have even obſerved ſtill a more confined ſyſtem, and have croſſed the Deſart at the ſmall expence of 150 piaſtres. A traveller who croſſed the Great River from Buſſora to Aleppo, ſo long ago as the year 1750, in twenty-four days and an half with a caravan of 2000 camels and 150 armed men, ſtates his whole expences from India at the moderate ſum of one hundred pounds, and even regrets his imprudence and bad fortune; as he might otherwiſe have ſaved near thirty pounds

of

of that ſum. He left Buſſora the 15th of June, and arrived at Alleppo the 22d of July following. In all caravans, there are a number of Armenian merchants, whoſe modes and habits of life, approach nearer to our own, than any of the various claſſes of mankind who compoſe this motly groupe. One of theſe people, with a proper recommendation from any mercantile houſe, will take as a partner, a meſſmate, an Engliſh traveller, whoſe expences will conſequently be extremely moderate, having nothing to carry but his bedding, and if he chuſes, a little tea and coffee. This is a very eligible mode of travelling, and withal extremely ſafe. In this caſe, it would be prudent to aſſume the Armenian dreſs, and paſs for one of their fraternity. Some former travellers have recommended, during the hot ſeaſon, the uſe of green glaſſes, fixed in leather, and made to tie behind as an excellent preſervative againſt the N. W. wind, which is more to be apprehended and much more annoying and deſtructive than the heat of the ſun, however intenſe.

5thly. Con-

5thly. CONSIDERATIONS ON THE SEASON OF THE YEAR THE MOST PROPER TO COMMENCE, AND PROSECUTE THE JOURNEY BY LAND TO INDIA.

This ſubject deſerves the ſerious attention from every one who propoſes to himſelf an over-land journey to India: on the ſeaſon of the year in which a traveller leaves either England, or India, depends the whole comfort of the trip; and whether it is to become expeditious and pleaſant, or tedious and diſagreeable: theſe points differ ſo widely from each other, that it becomes a matter of wonder that ſo little attention has been paid to a circumſtance of ſuch magnitude, and ſo very important to thoſe who ſeek the Eaſt by the Deſarts of Arabia, or by the way of the Red Sea. So unthinking have ſome been, that they have expoſed themſelves to the greateſt inconveniencies from the want of a little reflection, and endured hardſhips and difficulties occaſioned ſolely by their ignorance of the proper ſeaſons to commence their journey.

Firſt. From England to India by the route of Buſſora and the Gulf of Perſia.

The point for inveſtigation is that, by which can be diſcovered, the coincidence of winds and currents that prevail in the different ſeas the traveller has to traverſe in his courſe, at the ſame period of time, and where they unite in the beſt manner to forward and expedite his journey.

When the world ſhall be reſtored to the bleſſings of peace, and the mad ſpirit of diſorganization, which has ſpread abroad ſubſided; when order and tranquillity ſhall be once more reſtored by the re-eſtabliſhment of the relative ties of amity amongſt the nations of Europe; it is to be hoped, that amongſt other improvements ariſing out of the confuſion into which every thing rational and moral has been thrown, Government and the Eaſt-India Company will eſtabliſh a regular poſt between this country and Britiſh India: and as the firſt ſtep towards ſo deſirable an object, promote and facilitate the navigation of the Mediterranean by packet-boats, built on a proper conſtruction for that ſea. The Mediterranean, three-fourths of the year has winds from the N. E. to the N. W. and is likewiſe

likewiſe liable to calms and light breezes *. From theſe circumſtances, it is much eaſier to ſail to the ports of Latakea, Scandaroon, or Alexandria, than it is to return from them. So great a diſadvantage do ſhips labour under returning from the Levant during the unfavourable ſeaſon of the year, that they are frequently on their paſſage eighty days. The inhabitants of the ſhores of the Mediterranean, to remedy as much as poſſible the interruption which naturally ariſes from theſe circumſtances ſo adverſe to commercial intercourſe, have conſtructed different ſorts of veſſels for the particular navigation of their ſea. Theſe veſſels are denominated feluccas, barcalongas, ſettees, exploritores, or row boats; they are different in ſize and ſhape from each other: but are all provided with a certain number of oars and latteen ſails. Sails of that conſtruction are adapted to catch the light breezes, when ſquare ſails could not be of the ſmalleſt ſervice, but rather a diſadvantage. By the united efforts of ſails

* The wind during the ſummer ſolſtice from the middle of June to the end of September, is invariably in theſe points, and are the ſame mentioned by Herodotus, as the Etesian winds.

and

and oars, they can be moved in calms at the rate of ſix knots an hour, and even make way againſt light contrary winds. The Venetians build veſſels for the purpoſes of war on this model: they are termed gallies and galleaſſes, and are perfectly manageable and expeditious. An improvement could eaſily be made on our cutters which may be hereafter ſtationed in thoſe ſeas: by the addition of oars, and being provided with latteen ſails to be uſed occaſionally with the top-maſts ſtruck, they would become particularly uſeful during the ſummer months, when the northerly winds prevail, which is the caſe nine months of the year. In regard to the three remaining winter months the winds are ſtrong from the S. E. to the S. W.

From theſe obſervations it is evident, that the navigation of the Mediterranean is peculiarly favourable to the journey from hence to India; and it becomes neceſſary to inquire at what time the winds are equally favourable in the Gulf of Perſia and the Red Sea. In the months of December, January, February, and March, the winds in the Gulf blow from the north-weſt, while the north-eaſt monſoon, with mild and moderate gales, pervades the

the Indian Ocean. It is therefore the moſt favourable ſeaſon to arrive at Buſſora during theſe months, and at a time too when Engliſh cruizers or veſſels are generally to be met with. The traveller, having ſelected his route, muſt allow himſelf ſufficient time to perform his intended journey: and it would be beſt for him to undertake that by the way of Vienna, Conſtantinople, Aleppo, and by the Little Deſart to Buſſora. By this route he will avoid the Mediterranean, where the winds in the winter months blow from the S. E. to the S. W. as has been already obſerved: but, ſhould the traveller prefer the Mediterranean Sea and the Great Deſart, he ought not to embark before the month of February; by which means he will arrive at Aleppo to take the advantage of the ſpring, which is by far the moſt pleaſant ſeaſon of the year to traverſe the Deſarts of Arabia, and at the ſame time the moſt likely to find a merchant's caravan ready to ſet out for Buſſora. This mode will be found tedious, and it would be better to hire a ſmall caravan of his own, with which he can proceed either by the route of the Little or the Great Deſart.

The

The moſt favourable ſeaſon to arrive at Suez is in the months of May, June, July, and part of Auguſt. The company's cruizers who frequent this ſea, are interdicted, by the orders of Government, from remaining longer than the 25th of the laſt-mentioned month, waiting for diſpatches. In this voyage coincidences, to render it eaſy and expeditious, are extremely propitious. The winds in the Mediterranean are favourable, while thoſe in the Red Sea, and the ſouth-weſt monſoon in the Indian Ocean, are ſtill more ſo. It would be an abuſe of argument to comment on a ſubject ſo ſelf-evident and eaſy to be comprehended.

In returning from India to Great Britain, the taſk is more laborious, and there is by far a greater nicety in chooſing the proper ſeaſon to ſet out. The ſouth-weſt monſoon in the Indian Ocean is extremely adverſe for ſailing to either the Red Sea or the Gulf of Perſia. This monſoon commences in May or June, and may be ſaid to continue till the end of September, during which period the paſſage to either is tedious and uncertain. All the remaining part of the year, which is during the continuance of the north-eaſt monſoon,

a paſſage may be effected in nearly the ſame time to either Buſſora or Suez. But the preference is to be given to that by Suez, in the months of December, January, February, and part of March, when the ſoutherly winds prevail in that part of the Red Sea ſituated beyond the Tropic. Here again the ſame fortunate coincidents occur as that already mentioned: for a veſſel leaving the Coaſt of Malabar in December, or early in January, will enable the traveller to embark on the Mediterranean, when the wind blows from the ſouthward, and inſure a ſpeedy paſſage to a port in Italy; a circumſtance which an eſtabliſhment of packet boats would at all other ſeaſons greatly facilitate. The beſt ſeaſon to leave the Malabar Coaſt for Buſſora is, during the months of March and April, ſo as to arrive there early in the ſummer, when, notwithſtanding the heat of the weather, the moſt expeditious journies are made, and when the caravans are generally ſetting out for Aleppo by the Great Defart.

6thly.

6thly. Routes through Europe and Asia to India.

It is impoſſible for any one to ſay what route to India is the moſt proper to be taken. Circumſtances of various kinds, political ſituation, the influence of peace and war, and the ſeaſon of the year, are the more immediate cauſes why no poſitive ſyſtem can be laid down. I ſhall therefore ſtate a variety of routes in the Appendix *, leaving the traveller to uſe his own judgment and diſcretion in the ultimate choice of either, as he will doubtleſs act according to the ſituation of public affairs, or according to what his own pleaſure, fancy, or conveniency may dictate. If diſpatch be his object, let him avoid any port in the Adriatic † for the place of his embarkation, and by all means proceed either directly to Conſtantinople by the way of Vienna, or ſeek a port in the ſouth-eaſt quarter of Italy, in preference to Marſeilles, Genoa, or Leghorn.

* Appendix N. † Vide Appendix H.

Should the route by Vienna be adopted, poſting in carriages will be found convenient all through Europe to that place, where poſt-horſes muſt be taken; or otherwiſe, the traveller may accompany the poſt which goes from thence to Conſtantinople every fortnight, by the way of Belgrade and Sophia; and from Conſtantinople proceed with the Tartar meſſengers through Natolia to Aleppo. From Aleppo to Buſſora there are two routes for the choice of the traveller; the one to Hilla, on the Euphrates, from thence to Bagdad, and down the Tygris to Buſſora; the other directly acroſs the "Great Deſart," to the ſame place. I have in another place *, taken notice of my objections to the route by Hilla, which is called in contradiſtinction the "Little Deſart," unleſs indeed it is on the journey outwards; and I truſt that my remarks on that ſubject will be found deſerving of attention.

Of all other routes I ſhould, for my own part, prefer that through Egypt by the Red Sea to the Court of Malabar, eſpecially at a

* Vide page 298, Vol. I., and alſo Appendix O.

particular

particular ſeaſon of the year, and embark, as I have already ſaid, at ſome port in Italy. Thoſe of Meſſina or Otranto are undoubtedly, in every reſpect, to be preferred.

I think it neceſſary to obſerve, that amuſement may, in many inſtances, preponderate, while in others diſpatch may be neceſſary. In order, therefore, to meet either the wiſhes or the neceſſities of all from the routes which are annexed, may be ſelected, that, which from circumſtances, may be moſt convenient or agreeable.

As the price of poſting *, and the value of money on the Continent and in Aſia †, are circumſtances which cannot be made too eaſy and comprehenſive, it is neceſſary to ſtate the varieties of both, which are to be met with in the route to India.

* Appendix P. † Appendix Q.

APPENDIX.

APPENDIX (A.) Page 79.

AGREEMENT entered into between Robert Richie, Eſq. the Britiſh Conſul at Venice, and Captain George Woivodich, to conduct Major Taylor and his party to the Iſland of Cyprus.

(*Tranſlation.*)

Venice, 12th September, 1789.

I, Captain George Woivodich, commanding the ſhip Mad. del Scarpello S. Anna, e S. Anto. di Padua, at preſent lying at anchor at this port, undertakes with his Excellency

cellency Robert Richie, to receive on board of the ſaid ſhip three paſſengers, with their two ſervants, and to conduct them in ſafety to Cyprus.

1ſt. The above named Captain Woivodich engages to give up, for the accommodation of the ſaid paſſengers, during their voyage to Cyprus, the great cabin of the ſaid ſhip, and alſo the Captain's ſtate room.

2dly. That permiſſion ſhall be given to the ſaid Captain Woivodich to put in at a port in Dalmatia for proviſions, there to remain two clear days, and afterwards proceed to the iſland of Zant, where he will require four days to diſembark a part of his cargo. He is alſo to have permiſſion to proceed from Zant to Candia to unload, which will require ſix days and not more. This ſervice being performed, Captain Woivodich engages to proceed to Cyprus, there to diſembark his paſſengers.

3dly. The Captain binds himſelf to give a convenient covered place for the ſervants during the voyage, and alſo to protect the baggage, which conſiſts of a few ſmall packages, from being injured by the weather.

4thly. The paſſengers engage to provide for themſelves and their ſervants in regard to proviſions; the captain only being obliged to find water, fire, and ſalt.

5thly. The paſſengers to pay to the ſaid Captain, previous to their embarkation, in conſideration of the above ſervices, the ſum of three thouſand one hundred livres piccole of Venice, as the paſſage money from the port of Venice to Cyprus, over and above which, the ſaid paſſengers promiſe to make a preſent to the ſaid Captain, which is to be left to their generoſity, and which will be eſtimated by the attention they may receive while on board his ſhip, and the good offices of the ſaid Captain towards them.

6thly. The above parties bind themſelves to the due performance of every part of this obligation, or otherwiſe to be anſwerable for the conſequences of any failure, by due courſe of law, &c. &c.

Signed, for

ROBERT RICHIE,

By J. WATSON.

Capt. GEORGIO WOIVODICH.

It is unneceſſary to remark on the looſe manner in which this agreement is drawn up, and the little attention paid to expedition. But this muſt always be the caſe till a proper eſtabliſhment of packet-boats is ſanctioned by Government, or the Eaſt-India Company. Mr. Watſon, as a matter of prudence, thought proper not to inſert our names, nation, or quality.

APPENDIX (B.) Page 373.

A doubt cannot exiſt that the Company's army is at this time in the higheſt ſtate of diſcipline, more particularly owing to the late military regulations tranſmitted to India by the Court of Directors. Were that body to extend their liberality a little farther, and equalize the pay all over India, it could not fail to command the gratitude of the whole ſervice, and be productive of the happieſt conſequences. The meaſure would prevent jealouſies between the officers of different Preſidencies, more eſpecially when ſerving together: cement unanimity, and could not fail to combine good-will and harmony in every branch and department of their numerous armies. A circumſtance

circumſtance ſo important ſhould doubtleſs be attended to, if even reductions took place in ſome other quarter. Another matter worthy of obſervation, is, the preſent ſtrength of the native regiments in India. Theſe corps conſiſt of two battalions, amounting together to upwards of 1,800 men. Were the military force divided into ſmaller bodies, they would be much more compact, and better adapted to every military purpoſe, and which could eaſily be done without incurring any additional expence to the Company. Five regiments of nearly 2,000 men each, forms the preſent native military force of the Malabar coaſt; but when the enlarged extent of our dominions on the weſtern ſide of India is conſidered, and the neceſſity reſulting from thence of dividing our forces at conſiderable diſtance in detachments, it will be obvious how much the diſcipline of the corps muſt be diminiſhed by the difficulty of collecting together ſo large and ſcattered a body of men, as each regiment now conſiſts of.

Experience has already ſhewn us, that unwieldy bodies of infantry are by no means calculated to promote diſcipline, or to act vigorouſly

vigorouſly or promptly in the field. There, as well as in garriſon, they muſt be frequently detached in ſmall bodies, ſo as to render it impoſſible to have them often together at one time; by this means their diſcipline is not only impaired, but the officers and men are unknown to each other. On the mutual knowledge and intercourſe between the Britiſh officer and the native ſoldier, are we indebted for that firmneſs, confidence, and attachment to the cauſe of ſtrangers, which has uniformly diſtinguiſhed the conduct of our native troops, and highly contributed to our moſt brilliant ſucceſſes.

APPENDIX (C.) Page 377.

There cannot be a doubt of Tippoo's intentions on this ſubject: they were perfectly known in India in the year 1790.

In order to explain the nature of Tippoo's country, his commercial views in the Red Sea, and his means of accompliſhing them, I drew up the following paper ſoon after my return to England, and which I preſented to a gentleman who was equally intereſted in the welfare of the Company and national proſperity.

It

Hampſtead, April 22, 1792.

It has occurred to me, that you might not be diſpleaſed if I ſhould communicate a few remarks made during my ſtay at Bednore.

Should it be propoſed that any part of the weſtern ſide of India, formerly poſſeſſed by Tippoo, ſhould be ceded to this country, as an indemnification for the expences of the war, the productive diſtricts of Bednore would become, from their particular excellence, the moſt deſirable poſſeſſions.

The kingdom of Canara was formerly the general name of the coaſt from Decla to Goa, and included the province of Bednore, ſituated above the Ghauts. Of late years, the whole country is better known by the name of Bednore, as the capital is by that of Hyder Nagur.

The numerous rivers that interſect the country under the Ghauts, renders it eligible for trade and ſhip-building. The principal rivers, or ſuch as are capable of admitting ſhips of burden, are thoſe of Merjee, Onore, Cundapore, and Mangalore. The enemy's ſhips of war, ſome of conſiderable ſize, from 50 to 60 guns, were deſtroyed in thoſe ports by

by the Engliſh army in 1783. Of their exiſtence I was myſelf an eye-witneſs.

The produce of the low country is chiefly rice, pepper, cocoa-nuts in great quantities, from which the inhabitants extract oil, beetle-nut, and ſome ſugar. The produce of the upper country is dry grains, cardamums, ſandal, caſſia of a ſuperior quality, and teak wood for ſhip building. The valleys and ſides of the hills are every where covered with flocks of cattle and ſheep.

This luxuriant province, which yields in general three crops of grain a year, became tributary to Hyder Ally about thirty years ago, on the expulſion and maſſacre of the reigning family. It had been for ſome time governed by Ranies, or Queens. In the month of February, 1783, I lodged, while at Cowlydroog, fourteen miles to the eaſtward of Bednore, in the ancient palace of the family, where I had an opportunity of inquiring amongſt the Bramins concerning them. They reported, that the cruel policy of Hyder had exterminated the whole of the race.

The Circar books of this entire province fell into our hands on the ſurrender of Hyder-

Nagur

Nagur to General Matthews. By theſe it appeared, that the revenues which flowed into the public treaſury, after deducting an eſtabliſhment of about 16,000 village peons, who aſſiſted in the collection, amounted from eighteen to twenty lacs of Mangalore pagodas, value fourteen rupees each. This fact may be depended on, and that there is no country in the dominions of Tippoo of the ſame extent equally productive.

The country admits of eaſy defence; the upper part, or the province of Bednore Proper, is hilly, much covered with wood and jungle, conſequently impenetrable to cavalry. The hills towards Myſore poſſeſs ſeveral commanding paſſes into that province. The coaſt or low country, which on an average may extend in breadth from the ſea to the foot of the mountains, about thirty-ſix miles, is level and fruitful, but much interſected with rapid rivers and inlets of the ſea. The roads leading to the Ghauts are excellent, and planted on each ſide with rows of trees.

The trade on this coaſt has been very conſiderable, particularly with the Arabs and Scindians, who brought to Coreal Bunder, the

the port of Mangalore, Arab, Perſian, and Cutch horſes, gold, &c. and carried away fine rice, pepper, beetle-nut, and other commodities. The pepper alone is eſtimated above 12,000 candies. The port of Cundapore has been known to export a quantity of rice equal to a lac * of bags.

The only regular commercial plan, which, it would appear Tippoo has ever had in contemplation, was that of eſtabliſhing a factory at Mocha: by this channel the Nabob intended to have ſupplied, with the commodities of his weſtern country, the ſhores of the Red Sea, Arabia, Egypt, and European Turkey, and to have had in return what European articles he wanted, by Alexandria and Suez. This plan was evidently formed with a view to exclude all Europeans from his country, of whatever nation. The Engliſh, French, Dutch, and Daniſh factories uſed to enjoy a great ſhare of the trade on the Malabar coaſt: they advanced ſums of money to the inhabitants, who repaid them in various articles of trade, the Circar property or part of it, being the revenue paid in kind, was bartered for military ſtores, ſmall arms, guns, copper, lead, ſteel, and iron. Ever ſince the peace of 1784,

* 100,000 conſtitute a lac.

the

the Engliſh had been denied any ſhare of this trade, nor did they ever think it eligible to re-eſtabliſh their former factories, excepting at Calicut.

I have been particularly induced to trouble you with theſe obſervations, from obſerving in a publication that has been preſented to the public, under a favourable impreſſion of the abilities and local knowledge of the writer, the revenues of the Bednore and Soonda provinces eſtimated at only thirty-ſix lacs of rupees.

I underſtand an effort is to be made for eſtabliſhing a commercial treaty with China. I have in the MS. I had the honour of tranſmitting to you, among other particulars proper to be known, in any arrangements that may be made for India, made ſeveral obſervations on that ſubject, as there is not any of that feudal or military pride in the Chineſe government, which diſdains every purſuit but that of arms; but on the contrary, agriculture and mechanical arts are held in high eſtimation: it is natural to ſuppoſe that commerce, another branch of induſtry, is alſo held in eſtimation by the governing powers of China. The great jealouſy and diſlike to

ſtrangers,

ſtrangers, which diſpoſes the governors of provinces, both to avoid commerce and to conceal from the Court of Pekin what intercourſe there is between them and foreign nations can only be removed by preſents, and by a certain per centage on all goods they ſhall be pleaſed to admit into their reſpective provinces. It is at all times in the power of the higher orders of mandarins or governors of provinces to influence the Emperor, and even to prevent his obtaining neceſſary information. Only the principal people of the province of Canton in the preſent ſituation of affairs benefit by the import trade; for this reaſon it is ſuſpected that no European goods are admitted or known beyond this province. The article which will be moſt tempting to the Chineſe, is, doubtleſs, our woollens, particularly the lighter ſtuffs. There is but little wool in China, and what they have is coarſe and unfit for manufactures.

I am happy, according to your deſire, in communicating any thing that I judge of importance. It will prove a great ſatisfaction if my obſervations are to the purpoſe, and in what points or reſpects it is in my power, in any degree to gratify your

wiſhes during the preſent important criſis of public affairs.

J. T.

APPENDIX (D.) Page 386.

The friendſhip of the Rajah of Corga was a point of material importance during the late war with Tippoo, and will become ſtill more important in the event of future hoſtilities.

Hyder Ally, above twenty-ſix years ago, found means to get into his hands the preſent Rajah, who is of the Hindoo religion, and at that time a young man of ten or twelve years of age. He was ſtrictly guarded in the fort of Periapatam, though with a nominal Jaghire, and he was allowed horſes and attendants when he choſe to ride out, and treated with a diſtinction due to his rank. Hyder Ally had a ſtrong propenſity to make converts to the Mahomedan religion. Finding him a promiſing youth, he wiſhed to gain him over to his intereſt; and it is reported, not without ſome degree of credit being given to it, that the Rajah, though now a Hindoo, has undergone the viſible

viſible marks of Mahomedaniſm. A brave ſpirit is never to be overcome, and like the palm can flouriſh even under ſuppreſſion. He meditated his eſcape, and it was not till about eight years ago, that with a few choſen and faithful adherents, he ventured to return to his country. Out of 30,000 inhabitants formerly there, he found the wretched remains conſiſt of about 4000, who had been kept together by his brother in ſituations where the troops of Tippoo had not been able to penetrate. His preſence animated the deſpondency of his oppreſſed countrymen, who, even when the Nabob had nothing to oppoſe his power, boldly attempted to vindicate their rights, and to regain their country, the capital of which was in the hands of Tippoo.

The efforts of the Corgs, inſpired by the courage of their prince, put the troops of the Nabob at defiance; he dared not to enter their diſtricts without a large force, and his convoys and eſcorts, from the coaſt of Malabar, frequently became their property; for through this country lies the direct road from the capital to that quarter. In one of theſe attempts the enemy had been attacked in a

defile, where upwards of 1500 were cut to pieces, and where Tippoo loſt upwards of 1000 of his beſt bullocks.

The Rajah had long conſidered Tippoo Saib and the Engliſh as natural enemies, from the obſervations which he had made on his political connection with the French. In order, therefore, to cultivate our friendſhip, he proffered his alliance, and at the ſame time requeſted that the Company would accept of part of the bullocks taken from Tippoo, to the amount of 500, an offer during the commencement of the war highly acceptable. To pay proper reſpect to the Rajah, a Britiſh officer was diſpatched to receive the cattle. The particulars of that tranſaction he favoured me with, accompanied by a ſhort deſcription of a country to us, hitherto almoſt as much unknown, as if no ſuch had ever exiſted.

It is neceſſary to add, that Hyder Ally's principal reaſon for wiſhing to conquer the province, was to obtain poſſeſſion of a ſtrong barrier between the Myſore country and the ſea coaſt.

The following account of this extraordinary country will be found both amuſing and

and deſerving of attention, and which I ſhall relate in the words of the gentleman:

" On the 31ſt ultimo, having croſſed Balliapatam river, at the village of Illiacour, about ſixteen miles in a direct line from the ſea, and as nearly as I can diſcover by computation, (for the bad weather prevented any obſervations of the ſun,) in 12° 8′ north latitude, I entered into the Cherrical country, by the ſame route with Tippoo Saheb, when he laſt viſited the low country, and after four and a half hours' march, halted at Viatore, a conſiderable and populous village.

This place ſeemed to have been ſingularly fortunate in eſcaping the fury of the tyrant. Its pagoda is a very fine one, and its houſes appear to have been untouched, and are ſtill in good order. The inhabitants, in the moſt inhoſpitable manner, refuſed us lodgings, though the weather was extremely bad, and all the whole party were evidently very much in want of refreſhment. The Bramins, however, upon learning our ſituation, offered us an admittance to an outer apartment of the pagoda, in a manner that favoured of tenderneſs and friendſhip, which we ſhould thankfully have accepted, but that

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at this criſis we were joined by a meſſenger who had been diſpatched to meet us, from the Corga Rajah, and who being a man of note and of the ſame caſt, preſently procured us a convenient houſe.

This country I obſerved to have a far wilder appearance than the Cotiote, its valleys being fewer, and of leſs extent, and the Jungle continually thickening as I drew nearer to the Ghauts. Hitherto I had marched upon the direct road to Seringapatam; but now, by the advice of the Rajah's meſſengers, under whoſe guidance I had put myſelf, and whoſe ſincerity I neither then had, or now have any reaſon to ſuſpect, I turned off, and directed my courſe more to the northward. Accordingly, on the firſt inſtant, in conſequence of the road to the Poodicherrum Ghaut having been repreſented in a moſt forcible manner, as very difficult at this ſeaſon, by reaſon of Parta river, and the Ghaut itſelf, on account of its torrents being impracticable; I determined upon entering the Corga country by the Tallanca Ghaut, at the top of which I arrived the ſame day, after a moſt fatiguing march of ten hours, eight of which were actually ſpent in aſ-

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cending it, and at a quarter before ſix P. M. I halted in the Corga country, at the village of Beppen Naut, or Coroot.

During the courſe of this day's march I croſſed four rivers, or rather immenſe torrents, beſides ſeveral ſmall ones, ruſhing with aſtoniſhing rapidity and dreadful noiſe down the mountain. The method of croſſing was ſuch as I never remember to have either read or heard of before; and at firſt is capable enough of exciting apprehenſions in the breaſt of a young traveller. In ſome of the ſmaller rivers, the tops of rocks or trees appearing above the ſurface, are uſed as piers, to ſupport a rude kind of bridge, compoſed of bamboos, tied with rattans, and in ſome places a rattan is ſtretched acroſs for the paſſengers to lay hold of. Theſe materials are ſo ſlight, that one unaccuſtomed to ſuch a ſituation, is every moment in dread of his life; the feet and legs being under water by the bending of the bamboo with a man's weight, renders it extremely difficult to prevent ſlipping off the bridge, which is ſeldom more than two, and never more than three bamboos in width; particularly where there is no ſupport for the

hands, as I found the caſe in one or two places; but this method, dangerous as it may appear, is leſs ſo than that of croſſing the large ones, which is alſo ſtill more extraordinary. A tree is felled on each ſide, but not ſo as to be quite ſeparated from the ſtump; otherwiſe, as may be imagined, it would be ſoon carried off with the ſtream. The paſſenger proceeds with tolerable ſecurity till he has paſſed the trunk, he muſt then depend upon ſtrength of arm in holding by the branches, for the moment he leaves the trunk, he has to encounter the full force of the ſtream. Thus gradually eaſing himſelf off, he proceeds until he can lay hold of the other, when he begins to haul himſelf towards its ſtump, according to the ſea phraſe, hand over hand, among the branches, and from the ſtump he walks on ſhore. In either caſe, a branch breaking, or the loſs of your hold, muſt prove inevitable and inſtant death. The bridges, however, were not the only difficulties the party had to encounter: the rain was heavy and inceſſant, the wind boiſterous, and the air every moment growing colder, till it became more ſo than a native of another part of India is well capable

capable of enduring at this ſeaſon of the year, and the roads ſo very ſlippery, that it was with much difficulty they could keep their feet. Several were ſeized with cramps, fits, and ſpaſms, three who fell ill near the top of the paſs, were obliged to be carried the reſt of the way, and two were left behind whoſe lives were deſpaired of: add to which, we were ſo tormented with horſe leeches, that not a man of the whole (myſelf excepted, who did not entirely eſcape either) was able to walk next day without much pain and difficulty. At this place we experienced a moſt pleaſing reverſe of the treatment we had met with the day before, the inhabitants behaving with the utmoſt cordiality and hoſpitality, readily and cheerfully ſupplying us with comfortable and commodious lodgings, and offering us excellent proviſions, and every thing that they had.

On the 2d, after receiving the neceſſary orders and paſſes from the Rajah, I marched to Nalnaut, his place of reſidence, and had an interview immediately upon my arrival. He aſſumed a good deal of ſtate upon the occaſion, and had the letter which I brought read aloud to him. He then aſked me if I

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knew the contents, and upon my requeſting the bullocks to be immediately put into my charge, and inviting him in the name of the Reſident to repair to Tellicherry, aſſuring him it was part of my errand to have the honour of guarding his perſon, he ordered them to be read a ſecond time, and told me, he thought I muſt be miſtaken, as the latter part was in neither of the letters. I preſſed him in vain to accompany me: he ſaid, he could not then move without the greateſt inconvenience, but in the fair weather he aſſuredly would viſit Tellicherry. As for the bullocks, that they were ready, but that I could not poſſibly take them with me from the badneſs of the roads.

In anſwer to my obſervations, that a guard would be ſent to Keure with ropes, and every thing requiſite to tranſport them over Balliapatam river, he replied, I might get them over that river, but that I could not poſſibly make them croſs thoſe upon the Ghauts, which are rather immenſe torrents than rivers; but if I would ſtay with him till the rains ceaſed, and the waters upon the Ghauts ſubſided, which would be in twelve or fifteen days, he would ſend them with me with an eſcort of his own people. I believe he obſerved ſome diſſatisfaction in

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my countenance, for he at laſt told me he would give them to me immediately if I would take all reſponſibility of loſſes and accidents among them upon myſelf: as this was a ſerious matter, I begged him to wait till next day for an anſwer, and ſoon after took my leave. Accordingly, having weighed the matter well within myſelf, after taking the opinion of my Jimedar, and the Tindal, who was ſent with me to take care of them, both of whom judged it unſafe to make the trial. I came to a determination of not receiving them upon ſuch terms. When I conſidered the plight of my people, ſome of whom were lamed, one or two ſick, and all much fatigued, and as I had every reaſon to imagine the Rajah was ſincere in his promiſes of ſending them as early as poſſible, I did not think myſelf juſtifiable in riſking any thing after his remonſtrance.

The next day he received me with leſs pomp and more familiarity, and we ſoon agreed that I ſhould leave ſome ſepoys with him to aſſiſt in bringing the cattle at the time appointed, and return myſelf the next day. He now told me he had two Europeans in his country, who, by the deſcription I received of their dreſs, I took to be

be deſerters, one from the Artillery, the other from the Infantry, and that he would ſend them alſo.

The Rajah, in anſwer to my requeſt of guides to the other Ghaut by which I meant to return, aſſured me that it was not poſſible for me either to aſcend or deſcend by it at this ſeaſon of the year; but he deſcribed minutely to me both the Ghaut itſelf, and the roads leading to it, both in the upper and lower country; and further, ſent two intelligent men to my quarters, to furniſh me with every information they could give reſpecting the country and roads. Our buſineſs being adjuſted, he converſed upon many other topics in a ſenſible and polite manner: he gave orders for guides and coolies to carry all our baggage, and for proviſions for our march, what we brought with us having by accident been loſt in croſsing a river.

On the day following, upon my going to take leave, he recapitulated all that paſſed, and directed me to aſſure the Reſident and the Commanding Officer, that the cattle and deſerters ſhould certainly be ſent at the time ſpecified; that though I could not reach the principal paſs, which is called Poodicherrum,

that

that it was a very eaſy one in the proper ſeaſon. To his own knowledge, Tippoo, with 40,000 men, elephants, camels, and horſes, had aſcended it with all his artillery, ſome of which were eighteen pounders. The Rajah added, that it was only two days from thence to Periapatam, and from that place to Seringapatam, it was only two days more. He aſſured me the Engliſh ſhould have his permiſſion to paſs and repaſs through his country, when and where they thought proper. He begged a fine Arab horſe might be purchaſed for him and brought from the northward in one of the Company's ſhips.

On the 4th, after the ceremony of taking leave, I left Nalnaut, highly pleaſed with the treatment I had experienced from him and his people, and by the ſame route, and ſame ſtages as before-mentioned, returned to Illiacour. The whole of my party being much fatigued, I was under the neceſſity of procuring from the Rajah men to carry our baggage, even to the ſepoys' knapſacks, which he readily and abundantly ſupplied, having previouſly made it a point of honour, on my part, not to pay any money for ſervices, or make preſents to any of his people for their labour,

or

or to any others from whom I received proviſions or refreſhments, as he had given ſtrict orders for my being ſo ſupplied wherever I went. However, I found means to leave behind me ſome few proofs of my country's generoſity, without an actual breach of promiſe, by making preſents to their children.

In juſtice to the people I muſt remark, that though the civilities were certainly by the Rajah's orders, yet they were evidently ſhewn to proceed from them with the utmoſt cheerfulneſs, and to accord fully with their own friendſhip and hoſpitable ſentiments.

As my intelligence was unavoidably rendered rather imperfect from my ſhort ſtay, it is difficult for me to aſcertain with preciſion the exact extent and boundary of the Corga country. I therefore offer ſuch ideas as I was enabled to form from the converſation of the Rajah and his people. It is about twenty-four coſs in length, and as many in breadth: commencing northward in the latitude nearly of Mangalore, excluſive of his poſſeſſions in the low country, which conſiſts of Comlah and the interjacent country, between that place and the Ghauts. The upper part is bounded on the North Eaſt by the Bednore province;

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on the South Eaſt by the Myſore; on the North Weſt by the Canara, or Mangalore; and on the South Weſt by the Malabar or Coleſtria; whereabouts, between that part of Coleſtria, ſubject to the Cherrical and the Corga country, the real boundary lies, I cannot determine, but I conceive the foot of the Ghaut on the weſtward ſide is it; for though I obſerve the Eaſtern ſide inhabited and cultivated by the ſubjects of the Corga Rajah, I do not perceive that the Weſtern ſide of the hills, after the aſcent begins, is claimed by either.

In regard to his lower poſſeſſions, I do not conſider them as original and hereditary, but rather as late acquiſitions; becauſe, within my own knowledge, an independent Rajah of Comlah has exiſted, to whoſe Durbar I was once ſent upon a ſimilar occaſion by General Mathews.

The rains in this country, as I was informed, commence about the ſame time as in the lower country, and are inceſſant till the end of Auguſt, occaſioning thoſe immenſe torrents upon the Ghauts, and the air ſo extremely cold, that the warmeſt clothes and a large

large fire are not only comfortable, but at night abſolutely neceſſary. The winds in general boiſterous and variable, by no means fixed in one quarter, as on the coaſt.

About Chriſtmas, I underſtand, the air is much colder, and the atmoſphere very ſerene; which, together with the burning and clearing of the country, muſt render their proſpects extenſive and delightful, and their climate extremely ſalubrious. Here I ſhall take the liberty of ſubmitting an idea which forcibly ſtruck my mind, and I ſhall be ſatisfied if any ſuggeſtion of mine proves of as much utility as I have reaſon to hope it is capable of. From the above deſcription and the appearance of the inhabitants, I am led to imagine this would be an excellent country to reſtore relaxed conſtitutions: how many of our valetudinarians languiſh under heavy complaints, and are uſeleſs to the ſervice for a ſeries of years for want of the means of viſiting colder climates, and who otherwiſe might be ſpeedily reſtored to health and to the ſervice. This country is ſo near, that little expence would attend the journey, and their ſtay there, would poſſibly anſwer all the purpoſes

purpoſes to be hoped for from a voyage to China, to Buſſora, or even to Europe.

The ſoil of the valleys is very heavy and rich, compoſed chiefly, I conceive, from the rotten leaves, &c. which fall from the woods and mountains: the extraordinary length and thickneſs of the graſs evinces the fertility of the country: but what I learned of the rice is aſtoniſhing. It is generally ſix months from ploughing to reaping. The ſtalks are from four to ſix feet high, in proportion to the ſituation being more or leſs elevated, and each ear produces nearly a tippery* of grain, an uncommon increaſe, and an ample compenſation for the want of a ſecond crop. The coldneſs of the climate accounts for its being longer arriving at a ſtate of maturity here than in the low country.

I obſerved no fruit but plantains, though doubtleſs there are others. This country produces cardamums, but none, or very little pepper. I did not obſerve a ſingle cocoa-nut, arrack, or brab-tree, after leaving the Cotiote country. Sandal wood is in great plenty: the mountains produce abundance of teak and poon, with many other large trees that I am

* A ſmall meaſure uſed on the Malabar Coaſt

not acquainted with; the whole country almoſt is covered with bamboos and rattans, growing ſo thick as to form a jungle impenetrable, but by the roads cut through them by the inhabitants. In this, and the difficulties of croſſing their numerous rivers, conſiſts that ſtrength, which they boaſt never yet acknowledged a conqueror.

The appearance of the country is extremely wild and romantic, conſiſting of hills covered with wood, between which are narrow rice valleys; and the many rivers which here and there appear among them, add a beautiful variety to the ſcene: nor ought I to omit the appearance of their villages, which are for the moſt part ſituated at the upper end of the valley upon the tops of their higheſt hills. The village where the Raja reſides is ſimilarly ſituated; near which, on a ſeparate and higher eminence, is his Durbar, very little ſuperior in appearance to the other houſes, which are of mud walls, with good timber-work, and thatched with rice ſtraw; round the Durbar is a ſlight ſtockade, interwoven with a prickly hedge about fifty yards ſquare, and at the four corners are four ſeparate houſes, which are probably guard-houſes.

Above

Above the Ghauts I ſaw few wild animals, no game whatever, but abundance of very fine bullocks and fowls. I have learnt however ſince, that there are wild elephants, buffaloes, and ſome other quadrupeds common to many other parts of India. They have neither ſheep or horſes, and I only ſaw one goat among them. Their bees produce, if not the fineſt, at leaſt as good honey as any in India, and in great quantity; if we may judge from the fine flavour of it, they muſt have abundance of odoriferous flowers.

The men are perfectly upright, and though there is a rough appearance, there is alſo a pleaſing one in their countenance; but what was a matter of extreme admiration was the great uniformity of feature among the men throughout the country; ſo much, that one would imagine they were all related. We found them hoſpitable and courteous in their manners: their women and children approached and converſed with us in the moſt eaſy manner, or went about their uſual occupations without regarding our preſence, even though in the ſame houſe. That they are very induſtrious is ſeen at the firſt glance; the rice growing upon the very tops of ſome of their

hills, which have been with aſtoniſhing labour cleared, and banks raiſed of ten, twenty, and even thirty feet high, ſupporting fields in the nature of terrapes from the bottom to the top*. Every man was armed with a match-lock and niar knife. Their dreſs conſiſts of a large coat, long drawers, cumberband and coarſe turban. The lower claſs have no ſleeves to their coat, and only a very coarſe cloth or handkerchief on their heads. The women wear a cloth over their breaſt and ſhoulders, which, like the Malabars, fall to their knees, over that they wear a very full petticoat, and their head uncovered, have their hair very neatly ſmoothed and held up by a comb.

The men are amazingly ſtout, ſtrong, and hardy, few are under ſix feet high, and many above; their women in proportion, fairer than the Malabars, and tolerably handſome.

To conclude this account the Rajah is eſteemed the father of his people: he encourages the ſubjects of the neighbouring

* This mode is obſervable in moſt mountainous countries, as has been already taken notice of in reſpect to the inhabitants of the Alps.

country

country to ſettle in his kingdom: by his example he promotes virtue and courage, and by his liberality, manufactures and agriculture. It is probable that Corgah will again, under his protection, become a happy nation.

I ſaw this extraordinary man during his viſit to General Abercromby: he is ſlender, but well made, fine eyes, and poſſeſſes great vivacity; he is paſſionately fond of horſes, and the General at different times preſented him with two of the beſt he could procure. He ſpoke with great reſpect of the Engliſh; but with horror and diſguſt of Tippoo: and it was pleaſing and ſatisfactory to hear his expreſſions of gratitude and regard for the faithful and ſteady attachment of his ſubjects, who, in the time of his diſtreſs, neither forgot their love and reſpect for him, or ſwerved from the natural independency of their diſpoſition. It was only the loſs of life that could make them quit for a moment the intereſt of their ſovereign.

I am apprehenſive that the climate of the Corgah country is unfavourable to ſtrangers during the continuance of the rains. The mountains, no doubt, attract the clouds, and the moiſture ſettling on the trees, or falling

on the earth, without the influence of a powerful ſun to exhale the vapours, muſt, in ſome degree, have a tendency to promote diſorders incident to the ſituation. Clearing the country in the neighbourhood of any ground our troops may occupy, and having them ſheltered with comfortable habitations, may, in a great degree mitigate, if not entirely remove, both the cauſe and effect.

APPENDIX (E.) Page 424.

Amongſt other inconſiſtencies it has been ſurmized, that Buonaparte, after he had approached the coaſt of Malabar by the route of the Little Deſart and the Perſian Gulf, intended to deſtroy Surat, and capture Bombay. The firſt I will allow, with an army of 10,000 men might be practicable; but I ſtrongly deny the poſſibility of the latter. The deſtruction of Surat, would for a time, annoy our commerce to the northward, till a ſufficient force could be collected to drive him from the country. But it would at the ſame time operate againſt his own reſources, and it would be more to his advantage to protect Surat, than it would be to act otherwiſe and to deſtroy it.

Although

Although theſe idle ſpeculations cannot, from the inſurmountable difficulties which a French army would experience in reaching India, give a moment's uneaſineſs, it may not be improper to offer a few obſervations on the political and military advantages derived from the ſettlement of Bombay. It will be allowed that the expences attending diſtant colonies or dependencies ſhould be proportionate to their revenues or income. In ſome caſes, either great political reaſons, or the proſpect of future advantage, counterbalance any extraordinary expence that may be incurred in retaining a diſtant garriſon, or particular colony beyond its internal reſources. When this happens, the advantages to be derived, whether preſent or future, ſhould much more than preponderate in the ſcale of the expenditure, and this too, ſhould be very clearly aſcertained.

That the Iſland of Bombay is favourably ſituated for trade, its docks neceſſary for the repairs of ſhipping, and the conſtruction of durable veſſels, that it is an ancient ſettlement of the Company's I will readily admit; but when put in competition with theſe benefits, the immenſe ſum of

nearly half a million, which is the annual ſacrifice for retaining this ſettlement, independent of its own reſources, we may well wonder that its political value has not been more ſtrictly enquired into. It is far from my intention to depreciate the advantages of Bombay, on the contrary, that iſland is eſſential to our intereſt.

1ſt. As the center of our trade from the northward, from the Mahratta country, and the Gulf of Perſia.

2dly. As a dock-yard for our ſhips of war and Indiamen.

3dly. As a harbour for water and refreſhment for the uſe of the ſhips that protect our trade in the Indian Seas.

4thly. As a place of reſpectability and ſtrength on the coaſt of Malabar.

Bombay, in a political point of view, is certainly of very little conſequence to our affairs in India, as a place of commercial conſequence. From the vicinity of Bombay to the Mahratta country, will readily be allowed, in place of being an advantage, it has frequently involved the Eaſt-India Company in unprofitable wars. The event of theſe wars have uniformly proved unfavourable by attempting,

attempting, from a ſmall iſland without reſources, military operations againſt a powerful and warlike nation. From a handful of men, ſcarce any proviſions, and deſtitute of carriage for either military ſtores or ammunition, what good could be expected; without bullocks to drag the guns, or labouring people in ſufficient number to aſſiſt the operations of an army, the forces of Bombay have been frequently employed in hoſtile expeditions. Their outſet has in general been attended with theſe fortunate circumſtances commonly obtained by active partizans when a blow has been ſtruck from an unexpected quarter; but the reſult has been uniform: no good conſequences have ever been reaped in regard to the immediate aggrandizement of the ſettlement; but on the contrary, a load of debt, broken faith, and an exhauſted treaſury.

The government of Bombay had often endeavoured to promote the reſpectability of their ſituation by territorial acquiſitions, but we have to regret the delegation of too great a degree of power, which have occaſioned thoſe evils we have had ſo much reaſon to complain of.

By

By the Mahratta war, the government of Bombay reduced itſelf to the moſt unpleaſant ſituation. Its reſources were drained, and the garriſon frequently left an eaſy prey to an invading enemy, had they ever attempted its reduction. Had not impolitic wars exaſperated the Mahrattas, no foreign power could have given us a moment's apprehenſion, or in any inſtance durſt they have ventured to land on our territories, or on that of the Mahrattas.

The impolicy of a Mahratta war is extremely obvious. The ſurrounding country is entirely poſſeſſed by that nation, and it is not to be ſuppoſed that the government of Bombay could be allowed to draw reſources in various ways from their country, in order to employ them againſt themſelves, and without ſuch aſſiſtance it is utterly impracticable to equip an army from Bombay, capable of offenſive operations. But indeed, ſo far from wiſhing to extend our territorial poſſeſſions on this ſide of India, ſound policy dictates that we ſhould endeavour to retain what we have already got: and this too is much more difficult than to acquire dominion. The one is often the effect of chance, while the other is the deliberate exerciſe of wiſdom and experience.

I have

I have already taken notice of the coaſt of Malabar in a military point of view*, and it appears to me, that our principal military ſtations on the weſtern ſide of India ſhould be eſtabliſhed on that coaſt. In place of reſorting on all occaſions to Bombay, for a ſupply of guns, ſtores, and ammunition, and even for proviſions, a depot, or perhaps two, ſhould be eſtabliſhed, one the northward and another in the ſouthern part of the province, where arſenals ſhould be built, and a laboratory for ammunition, and where every requiſite for military equipment might readily be found in caſes of neceſſity. To the northward, Cannanore is extremely eligible for this preference, as Cochin is to the ſouthward. My reaſon for recommending the port of Cochin proceeds from its being by far the fineſt river on the coaſt of Malabar, and navigable a conſiderable way. The bar admits ſhips of burden: when within it, they ride in perfect ſafety, and large lighters lie cloſe up to the gates of the town. In the neighbourhood there are many excellent ſlips for ſhip building, and within theſe few years,

* Vol. I. page 397.

veſſels

veſſels have been built, and are now building, from 1,000 to 1,200 tons burden. The fineſt teak timber in India is floated down the river for their conſtruction, and when finiſhed, are conveyed with ſafety over the bar, where their maſts and rigging are ſet up. The natural ſituation of the place is ſtrong, and the fortifications regularly built in the European manner. The interſections and arms of the ſea every where in its neighbourhood, render it particularly eligible for defence, and it would prove an excellent ſtrong hold and place of arms, and is equally calculated for offenſive operations from its vicinity to the dominions of Tippoo Sultaun. It is particularly favourable for the attack of his ſouthern provinces, at the ſame time that Cannanore or Balliapatam would command an eaſy entrance into the Myſore and to the capital of his empire. The vicinity of theſe places to the ſea, would furniſh our armies with proviſions and ſtores at an eaſy expence, and avoid a tedious land carriage, the bad effects of which we have ſo often experienced.

Bombay might be garriſoned by European troops, and regiments of marines, raiſed on the

the ſame footing with the preſent marine corps. The utility of a body of this ſort to Bombay in its mercantile point of view renders it particularly deſerving of attention. When it is conſidered the many ſea-ports dependant on Bombay, and the reſidences in foreign ſituations, the marine eſtabliſhment muſt be regarded as eſſentially uſeful. The men anſwer equally well to garriſon our forts, ſerve on ſhipboard, or act in the field; and it would therefore be well to have them organized in the ſame manner as the regiments of native Infantry. Field officers could be employed to great advantage from this corps at the ſubordinate ſea-port ſtations, where they could be attentive to the diſcipline of their men, procure recruits, and be ready to attend to every requiſition made to them for the protection of trade. How uſeful would they be in time of war, and what valuable ſervices might have been expected from them, had they been numerous enough, during the laſt and the preſent war, to have been ordered on board of his Majeſty's fleet, and the Honourable Company's veſſels. Their number at preſent conſiſting of about 800 men, could be eaſily increaſed by men of the proper

proper caſte, to twice or three times that number.

APPENDIX (F.) Page 431.

Zemaun Shaw, the preſent King of Candahar, having of late created ſerious alarm in Hindoſtan, it may be both amuſing and inſtructive to notice more particularly the revolution which took place under his predeceſſor, Ahmed Shaw Abdallee, and his firſt attempt to invade the Mogul Empire. This account becomes more intereſting from the circumſtance of " Cahal being in a political light conſidered as the gate of India towards Tartary, as Candahar holds the ſame place with reſpect to Perſia." The following extracts are chiefly taken from Scott's tranſlation of Ferihta's Hiſtory of Dekkan, and Major Rennell's Memoir of a Map of India.

" This year was diſtinguiſhed by the invaſion of Ahmed Shaw Abdallee, and the death of the Emperor Mahummud Shaw. Ahmed was the ſon of a chief of the Afghaun tribe of Abdal, in the vicinity of the city of Heraut, and was taken priſoner in his infancy by Nadir Shaw, commonly called Kouli Khan, who gave him the poſt of a yeſſawul,

or

or mace-bearer, and by degrees promoted him to a conſiderable command in his army. Upon the aſſaſſination of that monarch, he had the good fortune to poſſeſs himſelf of a conſiderable treaſure, with which he retired to his native country, and aſſumed the honours of royalty over the Afghauns of his tribe. He then marched againſt the fortreſs of Candahar, which ſubmitted to his arms, and prevailed upon Naſir Khan, the Soubadar of Cabul, to acknowledge his authority, permitting him to continue in office on promiſing to pay down five lacks of rupees. Naſir Khan would have performed his agreement, but the chief inhabitants of the province refuſing to contribute the ſum, and perſuading him to reſiſt, he withdrew his allegiance, upon which Ahmed Shaw marched againſt him. On his approach the people of Cabul deſerted their Governor, and Naſir Khan retired to the village of Peſhawir, where he held out for ſome time; but fearful of falling into the hands of Abdal Shaw, as his proviſions were exhauſted, and he had no hopes of a ſupply, he made his eſcape towards Dhely, leaving his family and effects behind him; which, with the fortreſs, fell

into

into the hands of the beſiegers two days after his departure. During this ſiege, Shawnowauz Khan, Soubahdar of Lahore, offered to join the fortunes of Ahmed Shaw Abdallee, on condition of being appointed his vizier, and his propoſal was accepted; but, at the remonſtrance of his uncle, Kummir ad Dien Khan, vizier to the Emperor Mahummud Shaw, he repented of his treachery; and when Ahmed Shaw, on the fall of Peſhawir, claimed performance of his engagement, he declined it. The Shaw, being enraged, marched againſt Lahore, which fell into his hands after a ſhort reſiſtance. Shawnowauz Khan made his eſcape, with a few attendants to Dhely. Emboldened by this ſucceſs, and the weakneſs of the empire, Ahmed Shaw reſolved to attempt the conqueſt of the capital of Hindoſtan, and in the beginning of this year began his march from Lahore. Mahummud Shaw, being at this time too much indiſpoſed to take the field, diſpatched his only ſon, Prince Ahmed, againſt the enemy, under the conduct of the vizier, Kummir ad Dien Khan, Suffderjung, Soubadar of Oude, Eeſuree Sing, Rajah of Jeypore, and ſeveral other chiefs, with a great army. They advanced

vanced to the banks of the Suttulludge without meeting the enemy, who had artfully paſſed them and plundered the rich city of Sirhind, where the heavy baggage of the Prince was depoſited. Upon intelligence of this misfortune the Prince returned, and upon his arrival near the enemy, threw up entrenchments round his camp. The Afghaun Ahmed Shaw, did the ſame; and for ſome days ſeveral ſkirmiſhes took place between the two armies. At length, Kummir ad Dien Khan, the vizier, being killed as he was at his devotions in his tent by a canon ball, a panic prevailed in the Mogul army, and Euſuree Sing, with his rajepootes, fled from the field. Meer Munnoo, the vizier's ſon, and Suffderjung, however, diſdained to fly, and by their addreſs reſtored order in the camp. The next day, a magazine of rockets taking fire in the enemy's camp, number of the troops were wounded by the exploſion, and Ahmed Shaw Abdallee, either diſheartened by this loſs, or ſatisfied by the plunder gained at Sirhind, thought proper to retreat towards Cabul, which he did unmoleſted. Mahummud Shaw being near his end, upon intelligence of the

enemy's defeat, commanded the Prince to return to Dhely, having firſt conferred the government of Lahore on Meer Munoroo, as a reward for his ſervices. Before the royal army reached Dhely, the Emperor expired, aged forty-eight years and ſome months, in the thirty-firſt year of his reign. His death was concealed for ſome days till the arrival of the Prince, who, on the firſt of Jemmaud, Al Awul was ſaluted Emperor in the garden of Shaliman; and on Friday, the twelfth of the ſame month, went in royal pomp to the great moſque, where the Khootbah was read, and coins were ſtruck in his name. Mahummud Shaw was burried in the College of Nizam ad Dien, in a ſepulchre he had erected on purpoſe."

The extenſive dominions of Zemaun Shaw, have already been taken notice of; they extend 800 miles in length, but their breadth is much leſs. The province of Cabul appear to be the moſt fertile he is poſſeſſed of. It is, by every account, a country highly diverſified, being made up of mountains, covered with eternal ſnows; hills of moderate height and eaſy of aſcent; rich plains, and ſtately foreſts; and theſe enlivened by innumerable ſtreams of water. It produces every article neceſſary

to

to human life, together with the moſt delicate fruits and flowers: it is ſometimes named Zabuliſtan, from Zabul, one of the names of Ghizna, which was the ancient capital of this country, and of which Candahar was then reckoned a part.

The chief city of the province is called Cabul, and ſituated on a river of the ſame name; but at Jalahabad, ſixty or ſeventy miles below the city, it takes the name of Kameh, or Kamah, and falls into the Indus, oppoſite to the city of Attock. The river Kameh at Jalahabad, becomes navigable for jalebs, or rafts, of a particular conſtruction. From the circumſtance of no boats being made uſe of but only rafts, it is ſuppoſed that the ſtream of the river is interrupted by rapids; and we alſo find, that the Mogul Emperor made voyages on that river in the ſame way.

The city of Cabul, the capital of Zemaun Shaw, is ſituated near the foot of the Indian Caucaſus, or Hindoo Kho; and the proximity of this ridge occaſions the moſt rapid changes in the temperature of the atmoſphere. Its ſituation is ſpoken of in terms of rapture by the Indian hiſtorians, it being

no leſs romantic than pleaſant; enjoying a wholeſome air, and having within its reach the fruits and other products both of the temperate and the torrid zone. The ſubjects of Zemaun Shaw are chiefly Afghans, the reſt Perſians and Tartars, of almoſt every denomination; and he can bring into the field a very numerous army both horſe and foot. It appears of late, that he has turned his arms to the weſtward, ſeized on the city of Heraut, a principal city on the ſide of Perſia, from whence he has driven Mahemed Shaw, and taken his wife and family priſoners. From every account, Zemaun Shaw, is a very enterprizing Prince, whoſe views ought to be narrowly watched for the ſafety and proſperity of our empire in the Eaſt.

APPENDIX (G.) Page 440.

The Britiſh Government was never better intitled to demand a favour of the Grand Signior than at the preſent moment.

The iſland of Cyprus, on a former occaſion, was mentioned as being about to be ceded to Great Britain, for certain ſervices on the part of this country; but a little reflection

tion and inveſtigation will point out Cadia, as much more eligible and conducive to our intereſt.

Situated on the center of the Mediterranean, the poſition of Candia is particularly favourable, as her ports are, in like manner, extremely commodious and encouraging to commerce; whilſt the climate is admirable, and her natural productions, even in the hands of the Turks, luxuriant and abundant.

In a moment ſhe is ready to protect our trade in that quarter, or to check the inſolence of the Emperor of Morocco, or the Beys of Tunis, Algiers, or Tripoli.

Almoſt equi-diſtant from the ports of Scandaroon, Latachea, and Alexandria, ſhe can with equal eaſe turn to either.

Her ſituation is alſo reſpectable in regard to the European powers, by whom ſhe is ſurrounded, and placed particularly favourable by her vicinity to Egypt, ſhould a communication be opened to India by the way of Suez. This circumſtance on the preſent occaſion ſhould not be neglected; but a free intercourſe be confirmed to Great Britain by the Porte, and hereafter by the government of Cairo.

Candia, as an iſland, (and by which the intereſt of the Eaſt-India Company would be highly benefited) is ſuperior to any in the Mediterranean, and poſſeſſes more evident advantages, being capable of a vigorous defence able to ſupport her inhabitants, and in the courſe of time, prove an uſeful and extenſive colony, highly intereſting to the mother country.

The conſequence, fertility, and natural ſtrength of Candia, attracted the attention of former ages. The iſland of Crete, from the moſt early period of naval architecture, became the object of a maritime people, whether in the line of fair trade, or the retreat of freebooters and pirates, who from remote antiquity have continued to infeſt the Mediterranean. Their ſecure independence defied invaſion, and the foreſts of Mount Ida, afforded excellent timber for the purpoſes of ſhip-building, while the luxuriance of the valleys yielded the neceſſaries and comforts of life.

The iſland of Cyprus is, on the other hand, almoſt uninhabited; without revenues, without cultivation, and conſequently without reſources, and her ſituation in an obſcure corner

of

of the Levant, precludes the advantages enjoyed by Candia.

Poſſeſſed of this important iſland, England would have little to regret in the loſs of Minorca and Fort Saint Philip*. And, was I allowed to ſuggeſt, another material object preſents itſelf to our obſervation.

The Government, at very great expence, tranſport the convicts to Botany Bay, or Port Jackſon, where they muſt be maintained at the expence of their country for near three years after their arrival; and, after all, little benefit can be expected either from their labours or gratitude. How much better and more uſefully could theſe men be employed nearer home in repairing the ancient fortreſſes of Cania and Candia, in cutting timber for the uſe of our navy, in cultivating the vine, clearing the iſland, making of roads, and other works of public utility? While the expence of their maintenance would ſcarcely be felt, from the natural richneſs of the ſoil, and where the labour of one-third would abundantly ſupply the neceſſities of the remaining two.

Whether the iſland of Candia is, or is not ceded to Great Britain, ſhould it be judged

* This iſland has lately fallen into our hands.

expedient to eſtabliſh the communication propoſed, the Turkiſh Government would readily allow of an Engliſh Reſident being ſettled on the iſland, and alſo of an eſtabliſhment in the Red Sea. But indeed this could be done on the coaſt of Abyſſinia, in a ſituation independent of the Turks, with the conſent of the Sheick or prince of the country.

The trade, with this part of Africa, from the latitude of Upper Egypt to the Straits of Madagaſcar, is an arcanum unknown to us; but that it is productive is certain, from the deſire the Mahomedans have evinced on every occaſion to reſerve it for themſelves: to effect the purpoſe, many ſubjects of the Porte have attained firmauns, eſtabliſhing ſmall ſettlements on the weſtern coaſt of the Red Sea, where they collect duties on the merchandizes of India, annually ſold at the mart of Gedda, and tranſported in country boats to the oppoſite ſhore, where they are exchanged for the valuable produce of Africa, gold-duſt, ivory, gums, and drugs of various kinds. The European goods are principally French and Italian, landed at Alexandria, and at a ſmall

expence

expence tranſported from the Nile to Cairo, from whence they are conveyed on camels to the kingdoms of Nubia or Senaar, Abyſſinia, Adel, and the Eaſtern coaſt of Africa; as alſo the kingdoms of Fez and Morrocco. The proſecution of this ſubject would lead me into a diſcuſſion unneceſſary to the preſent queſtion, further than the propriety of having a ſettlement of our own to reſort to, in preference to one inhabited by men different in manners and in cuſtoms, where water and refreſhments might be eaſily procured, and which is evidently connected with any eſtabliſhment we may be able to procure in the Mediterranean.

APPENDIX (H.) Page 441.

In order to ſhew the nature of the delays experienced in a journey to India by the Great Deſart, it is neceſſary to premiſe, that a preference has in general been given to the port of Venice, without conſidering the prevailing winds in the Adriatic at particular ſeaſons, or the unſkilful pilotage of Sclavonian ſailors.

It is always much better to prefer a port on the eaſtern ſhore of the Mediterranean;

diterranean; to proceed by land to the ſouthernmoſt parts of Italy or Sicily, and there to embark. Another circumſtance is, the Company's agents have it very little in their power to promote diſpatch, from the difficulty in procuring a veſſel; and who, after all, perhaps ſupply you at a great charge, with a bad ſailer and an ignorant commander.

The delay which Mr. Irwin experienced on his journey was nearly ſimilar to my own: the one caſe fully confirms the other, and I truſt will be a caution to all future travellers to India from frequenting any ports of the Adriatic. Theſe facts are further corroborated by the teſtimony of Colonel Wood, of the Bengal eſtabliſhment. This gentleman left England in March 1779, bound for India with public diſpatches, and ordered by the Court of Directors to take the route by Venice and the Adriatic. Colonel Wood arrived at Venice on the 29th of the ſame month, when he was detained till the 16th of April; "during which time," he ſays, "the endeavours of Mr. Richie, the conſul, to provide him with a proper boat was unſucceſsful, and he was at laſt obliged to pay 280 chequins for an undecked Sclavonian boat,

boat, which was twenty-one days in clearing the Gulf of Venice, having put in at Raguſa, and again at Roze."

It will be obſerved, that Mr. Irwin, of the Madras, and Mr. Smyth, of the Bombay eſtabliſhments, were, according to the firſt gentleman's account, "entruſted with diſpatches from the Directors of the India Company to the Government of Bombay and Madras, too important to admit of delay," conſequently they were entitled to every attention, exertion, and ſupport which the Company's Agent's had in their power to beſtow.

From the zeal and anxiety ſhown on all occaſions by Mr. Irwin to proceed with celerity, and from the perſonal knowledge I had of Mr. Smyth, I am convinced no exertion or aſſiduity was wanting on their part to fulfil the commiſſion entruſted to their care as ſpeedily as in their power. The circumſtances of delay attending the miſſion of theſe gentlemen will be explained in the following report of their journey over-land, from leaving England the 26th October 1780, to their arrival at Bombay the 29th May 1781.

They left London on the 26th October 1780,

1780, and arrived at Venice the 6th November following.

Embarked on board a Sclavonian trabaculo the 14th November—ſailed the ſame day.

Returned to Venice on the 18th, after an ineffectual attempt, having been deſerted by the captain and the crew, and obliged to ſhift for themſelves.

Embarked again in a Sclavonian ſhip on 12th December—ſailed the ſame day.

On the 18th anchored at Yarbonne, a ſmall haven in Corzola.

On the 26th ſailed, and on the 28th anchored in Cattaro Bay.

On the 29th January 1781, ſailed from Cattaro Bay with a northerly wind.

On the 8th February anchored at Lernica, in the iſland of Cyprus, where they remained only twenty-four hours; and on the 12th February arrived at Latachea.

Left Latachea the 5th February, arrived at Aleppo on the 20th.

Left Aleppo the 19th March, and arrived at Bagdad the 10th of April.

Left Bagdad the 21ſt of April, and arrived at Buſſora on the 2d of May.

On

On the 7th of May ſailed from Buſſora, with the wind at N. W. and arrived at Muſcat on the 20th, and at Bombay on the 29th of the ſame month.

On account of a further detention at Bombay, it was not till the end of June that Mr. Irwin arrived at Madras, the place of his deſtination.

I now ſubjoin a ſhort detail of my own diſappointments, and which were ſubmitted to, by me, with the greater reluctance, from the very earneſt deſire I poſſeſſed to reach the place of my deſtination with all poſſible diſpatch.

Report of a Journey over-land from England *to India, in the Years* 1789-90.

Left London the 21ſt Auguſt 1789, and arrived at Venice the 8th of September.

Detained at Venice by the Company's agent in procuring the veſſel till the 18th September.

Sailed the 21ſt, and the 26th put into Cattaro Bay, where I was detained till the 20th of October.

Sailed

Sailed the 20th October, and arrived at Zante the 1ſt of November.

Detained at Zante by the Sclavonian commander till the 13th November, when at the expence of two hundred guineas I was obliged to hire an Engliſh brig to Scandaroon or Latachea. Sailed, and the 28th anchored in the bay of Scandaroon.

Left Scandaroon the 30th, and arrived at Aleppo the 4th December.

Detained at Aleppo, in procuring an eſcort, to the 15th.

Left Aleppo the 15th December, and arrived at Buſſora the 17th of January 1790.

Sailed from Buſſora the 24th, and after a paſſage of twenty-one days arrived at Bombay the 23d February. N. B. I was detained ſix days by the loſs of the veſſel's rudder from her ſtriking on Buſſora bar, and from putting in at Buſheer on the coaſt of Perſia, where we remained four days waiting for the Reſident's diſpatches, making in all a loſs of ten days in the voyage.

It will be obſerved, that out of 185 days, the time ſpent in travelling from London to Bombay, there are no leſs than eighty days

and

and a half loſt, I may almoſt ſay in unneceſſary delays; and that the delays experienced by Mr. Irwin exceed what I had ſo much reaſon to complain of.

Mr. Irwin and myſelf unluckily made choice of the Gulf of Venice, where veſſels are difficult to be had for the Levant. From the extent, as well as danger of the Great Deſart, much time is ſpent in procuring the guard, proviſions, water, and baggage, that muſt neceſſarily accompany you. The extreme heat of the ſummer, and the piercing cold of the winter months, are equally adverſe to European conſtitutions, perhaps not inured to the fatigue of long tedious marches, and an inhoſpitable climate: but, indeed, I am firmly perſuaded that meſſengers of the country are on every occaſion to be preferred, unleſs, as Mr. Dalrymple obſerves, where verbal diſpatches are entruſted to a European, in caſe of accident to his written ones.

Another circumſtance which creates delay, is the want of camels at Aleppo; for unleſs they arrive in the caravan from Buſſora and Bagdad, there are none procurable in that neighbourhood. It will be obſerved, that almoſt every delay would have been obviated, had an

Engliſh

Engliſh packet-boat been ready at Meſſina, and had the diſpatches been forwarded through Egypt or Arabia by a country meſſenger.

It is rather remarkable that Colonel Capper and Wood had nearly the ſame reaſon of complaint with Mr. Irwin and myſelf. The firſt mentioned gentleman was four months and ten days from Leghorn to Bombay*. General Hartley left England on the 5th of Nov. 1786, and owing to ſimilar delays was near ſix months in reaching Bombay. Theſe inſtances, and of which many more could be given, relate to the journey from this country to India; but ſhould we refer to the journey from India to England, we ſhall find the neceſſity of having a regular eſtabliſhment of packet-boats ſtill more apparent: ſome gentlemen, from the want of it, have been eleven months, others near thirteen in performing the route over-land. To eſtabliſh this fact we can inſtance the names of Mr. Brodie, M. P. Mr. Stark, Mr. Howell, Major Macleod, Lieut. Morris, Capt. Valentine, and many others, gentlemen in the ſervice of the Eaſt-India Company, and all, no doubt,

* Vide page 100 of that gentleman's journey.

anxious

anxious to return to their native country with expedition.

APPENDIX (I.) Page 444.

Independently of the poſt through the Company's poſſeſſions in India, and alſo, through the Mharatta country, from Bombay to Calcutta, and from thence to Madras, there has been lately a poſt eſtabliſhed between Great-Britain and India, ſubject to the following regulations:

Affecting the tranſmiſſion of Letters by the Monthly Mail to Buſſora.

"The honourable the governor in council having reſolved to eſtabliſh a regular monthly communication with Great-Britain, *via* Buſſora, the public are hereby informed, that private letters will be received for tranſmiſſion at the office of the Secretary to Government, under the following regulations:

Firſt. "That no letter ſhall exceed in length four inches, in breadth two inches, nor be ſealed with wax.

Second. "That all letters ſhall be ſent to the Secretary of Government with a note,

ſpecifying the writer, and with the writer's name ſigned under the addreſs, to be counterſigned by the Secretary, previous to depoſit in the packet, as a warrant of permiſſion.

Third. " That poſtage ſhall be paid on delivery of the letter, at the rate of ten rupees a ſingle letter, weighing one quarter of a rupee; for letters weighing half a rupee, fifteen rupees; and for thoſe weighing one rupee, twenty rupees. Letters for Buſſora, Bagdad, Aleppo and Conſtantinople, will alſo be received and tranſmitted to the Reſident at Buſſora, under the foregoing regulations, in a ſeparate box; thoſe for the former place paying at the rates of letters from Bengal to Bombay, thoſe for Bagdad and Aleppo for ſingle letters, four rupees, progreſſively as above, to eight; and thoſe for Conſtantinople ſix for ſingle letters, progreſſively to twelve. The whole ſubject to ſuch alteration as future information may render neceſſary.

Fourth. " Two mails will be tranſmitted by each diſpatch, one of which is intended to be diſpatched *via* Aleppo, the other *via* Bagdad; letters in duplicate will be placed in each packet,

packet, or, if ſingle, at the diſcretion of the Secretary.

Fifth. "No packet or letters are to be received by the commander of the packets but through the preſcribed channel, nor will any, except through the ſame channel, be forwarded by the Reſident at Buſſora.

Sixth. "The mails will be diſpatched from Bombay the 1ſt day of every month, and the firſt diſpatch will be on the 1ſt of January, 1798."

Publiſhed by order of the Honble. the Governor in Council.

JOHN MORRIS,
Secretary.

BOMBAY CASTLE,
7th Dec. 1797.

I am ſorry to underſtand that this communication has hitherto not entirely met the approbation of the Court of Directors, from the great expence the Company is put to in conducting it. It has been ſtated at no leſs a ſum than £. 12,000 per annum, or £. 1000 for each packet. I am confident that proper regulations would very much reduce, if not totally annihilate all outgoings on this ſcore: but as I have already ſaid ſo much

on the ſubject, it is unneceſſary in this place to repeat the obſervations which I have made relative to it.

Another ground of objection I underſtand is, that by eſtabliſhing regular monthly packets, the enemy will be in poſſeſſion of the exact period of their departure, and conſequently be more eaſily able to intercept them. In the preſent ſituation of public affairs, I cannot apprehend any danger in adopting the only routes between this country and India which are now eligible, and at all events letters of conſequence might be written in cypher, and duplicates forwarded.

The following are the regulations for the Hindoſtan inland poſt, with the rates of poſtage chargeable on each letter, according to the weight.

Poſt-Office Regulations by order of Government.

" The honourable the Preſident in Council, having judged proper to re-eſtabliſh a General Poſt-Office for the convenience of this Preſidency, under the ſuperintendance of Mr. Charles Elphinſtone, has framed the following

following regulations for conducting the ſame.

I. Letters by Dawk to Bengal and Madras, to be conducted in the ſame manner as ſignified in the plan, for which Dawk is open for inſpection at the Poſt-Office.

II. In order to reimburſe the Company in part for the expence of a General Poſt, a poſtage will be exacted on all letters from Europe, of one quarter of a rupee on each, which muſt be levied before they are delivered. Letters of the above deſcription will be ſent to the Poſt-Office the inſtant after the government diſpatches ſhall have been taken out of the packets, they will then be ſorted and regiſtered with all poſſible diſpatch, and immediately circulated by meſſengers; a proper number of whom will be entertained for the purpoſe, but none will be iſſued at the office until the day after the arrival of the ſhip, when ſuch perſons, whoſe places of abode may not have been aſcertained, will have an opportunity of claiming their letters. Orders will be tranſmitted to the heads at ſubordinates, to collect, on account of Government, the poſtage on Europe letters forwarded to the reſpective ſettlements:

the Poſt-Maſter is inſtructed to forward, by the earlieſt conveyance, whatever official diſpatches may be ſent him from the Military Board, the Pay-Maſter-General, or Deputy-Adjutant-General; ſuch diſpatches bearing their ſignature on the ſubſcription: but in the want of thoſe officers having occaſion for expreſs conveyance, they are directed to ſignify ſuch neceſſity to the Government Secretary, for the ſanction of the Preſident in Council, who being ſatisfied of the propriety of the application, will iſſue the neceſſary orders for their being expedited accordingly.

III. Letters to and from the other Preſidencies conveyed by ſea, are to bear the ſame poſtage as thoſe from Europe, as alſo the letters to and from China.

IV. No poſtage will be levied on letters to or from ſubordinate ſtations to this Preſidency, which will, notwithſtanding, be received and diſtributed from the Poſt-Office as addreſſed; and thoſe outward, tranſmitted by the earlieſt opportunity that offers.

V. The commanders of all country veſſels are ſtrictly enjoined on no account to receive

ceive letters for Bengal and Madras but through the Poſt-Maſter; and that, on their importing from thoſe Preſidencies and Subordinates that they ſend the private letters committed to their charge to the Poſt-Office as ſoon as poſſible after their arrival.

VI. In conſequence of the above inſtruction, the Poſt-Maſter, at a general ſhip-diſpatch for Europe, will be directed in future to receive all private letters, nor will any be received elſewhere. No letters can be forwarded to Europe over-land, without an expreſs permiſſion from Government.

(Signed) JOHN MORRIS, Sec.

NOTICE *.

All letters or packages for Europe, exceeding two ounces in weight, will in future be taxed agreeably to the table annexed; and that none will be received into the packet unleſs they are brought to the office between the hours of ten in the forenoon and three in the afternoon, and the poſtage at which they are rateable, previouſly paid.

* This relates to ſea conveyance only.

TABLE.

Weight.	Poſtage.
2 Ounces	4 Rupees,
3 Ditto	9 Ditto
4 Ditto	16 Ditto
5 Ditto	35 Ditto
6 Ditto	36 Ditto.

And ſo in proportion for all letters and packages of a greater weight.

CHARLES ELPHINSTONE,
Poſtmaſter.

POST OFFICE,
13th December, 1793.

A TABLE

APPENDIX (K) Page 53, Vol. II.

In preference to all which has been ſaid by different authors of the ſituation of the principal port of the Romans on the Red Sea, called Berenice, I am inclined to credit the account given by Monſ. D'Anville in his "Compendium of Antient Geography," wherein he places Berenice in the latitude of nearly 24° N. This celebrated geographer mentions, "that the town now named Kené, Coptos, or according to its preſent form, Kypt, ſituated on a canal communicating with the Nile, became a great mart of commerce, by means of a road two hundred and fifty ſeven miles in length, made by Ptolemy Philadelphus, acroſs the Deſert to the port of Berenice in the Arabic Gulf, where the merchandizes of India were debarked. This advantage, tranſported ſome centuries after under the Khalifs to a place named Kous, on the ſame ſide of the river, cauſed this place, but inconſiderable heretofore, under the name of Apollinopolis Parva, to become the moſt powerful city of Said. Between Coptos and Berenice, there were ten intermeditate

mediate poſitions or reſting places, as appears by the Antonine Itinerary, and in which their names are inſerted, but of whom at this moment not a trace remains, they being long ſince buried in the ſands.

From the circumſtances related by Monſ. D'Anville, the poſition of the Poſt of Coſſier, better anſwers to that of the antient port of Philoteras.

APPENDIX L. Page 69.

Plan of the Exchange Notes and Letters of Credit of Meſſrs. Hammerſley's and Co. Bankers, No. 76, in Pall-Mall, London.

A correſpondence is ſettled at moſt of the principal places on the Continent of Europe, in order to accommodate travellers with money, at any place, which beſt ſuits their conveniency, and to ſupply thoſe with bills upon any particular place, who deſire to make remittances from hence.

French being the moſt general language, is uſed for this plan.

Circular

Circular Exchange Notes

Are given for any ſum, from twenty pounds and upwards, and anſwer the purpoſe abroad, of Bank Poſt-Bills in England. They are payable to the order of the traveller, without any commiſſion or charges, at any one of the various places mentioned in a letter of order given along with them *: and although drawn at ſeven days ſight, in order to have a little time to ſtop payment at the adjacent places, ſhould they be loſt, and in that caſe for the value to be repaid in London; yet they are always paid at ſight, when preſented by the traveller himſelf. They are reduced into foreign money, at the current uſance courſe of exchange on London; in other words, the price of Engliſh money, at the time and place of payment.—The traveller, for his own ſecurity, will not indorſe any of the notes till he receives payment of them, at which time the agents are inſtructed to take two receipts ſerving one purpoſe; one on the back of the notes, the other ſeparately, to prove the payment, in caſe any of the

* See the names of thoſe places annexed.

notes

notes ſhould be loſt, in ſending them back diſcharged.

Letter of Order

Is always given with the circular notes, and contains a general addreſs to all the correſpondents of the houſe, whoſe names are annexed to an alphabetical liſt of places; at the ſame time, it recommends the traveller to their civilities. For ſafety, the traveller writes his own name in this letter of order, which the agents are inſtructed to compare with his ſignature, on paying the notes, ſo that it anſwers the purpoſe of a general letter of advice.

Transferable Exchange-Notes

Are addreſſed to one place only, being reduced into the money of that place, at the laſt quoted exchange from thence, and may be transferred from one perſon to another, by ſimple indorſement. They are chiefly intended to remit particular ſums abroad, or for the uſe of thoſe perſons who are conſtantly reſident at one place, becauſe they may be paid away to tradeſmen and others, in the ſame manner as bank or bankers notes are paſſed from hand to hand in London.

Theſe,

Theſe, as well as the circular notes, are free of all charges.

Letters of Credit.

Although the uſe of them, on the former footing, cannot be recommended, nor can they be of ſuch extended utility as the notes, nevertheleſs the houſe will, when required, and ſatisfied of the ſecurity, give them, on ſuch places as have a direct exchange upon London. They are ſubject to a ſingle commiſſion and poſtage at the place of payment, and to another to the houſe, when they are re-imburſed at home: but the money will be paid at the juſt courſe, without the exaction of any accumulated charges whatſoever.

Recovering Money from Abroad.

To render their extenſive correſpondence as uſeful as poſſible, the houſe will take bills of drawers or endorſes of undoubted credit, upon moſt of the places mentioned in their liſt, in order to recover money, which cannot be done in the common courſe of buſineſs.

Places where the Circular Notes may be received.

A

Aleppo
Alexandria
Amſterdam
Anvers
Aix-la-Chapelle
Augſburgh
Amiens
Aixen-Provence
Angers
Arras
Avignon
Alicante

B

Breda
Bruxelles
Bruges
Brandenbourg
Bolſan
Bréme
Breſlau
Brunſwick
Baſle
Berne
Bergen
Buda
Buſſora
Brinn
Barege
Bagneres
Bayonne
Beſancon
Blois
Bourdeaux
Boulogne-ſur-mer
Bologna en Italie

C

Cairo
Coeverden
Carlsruke
Coblentz
Cologne
Conſtance

Cruxhaven

Cruxhaven
Colberg
Copenhague
Cracou
Caen
Calais
Cadiz
Carthagena
Conſtantinople

D

Deventer
Dreſde
Duſſeldorff
Dieppe
Dijon
Dunkerque
Douvre

E

Embden

F

Frankfort ſur le Mayn
Florence

G

Gottenbourg
Goſlar
Glaris
Gneſna
Glogau
Genes
Gorlitz
Glukſtadt
Gand
Gibraltar
Geneve

H

Hambourg
Hanovre
Hildeſheim
Ham (Weſtph.)
Havre de Grace
Hyeres

I

Inſpruc

K

Konigsberg

La Hague

Places where the Circular Notes may be received.

A

Aleppo
Alexandria
Amſterdam
Anvers
Aix-la-Chapelle
Augſburgh
Amiens
Aixen-Provence
Angers
Arras
Avignon
Alicante

B

Breda
Bruxelles
Bruges
Brandenbourg
Bolſan
Bréme
Breſlau
Brunſwick
Baſle
Berne
Bergen
Buda
Buſſora
Brinn
Barege
Bagneres
Bayonne
Beſancon
Blois
Bourdeaux
Boulogne-ſur-mer
Bologna en Italie

C

Cairo
Coeverden
Carlsruke
Coblentz
Cologne
Conſtance

Cruxhaven

Cruxhaven
Colberg
Copenhague
Cracou
Caen
Calais
Cadiz
Carthagena
Conſtantinople

D

Deventer
Dreſde
Duſſeldorff
Dieppe
Dijon
Dunkerque
Douvre

E

Embden

F

Frankfort ſur le Mayn
Florence

G

Gottenbourg
Goſlar
Glaris
Gneſna
Glogau
Genes
Gorlitz
Glukſtadt
Gand
Gibraltar
Geneve

H

Hambourg
Hanovre
Hildeſheim
Ham (Weſtph.)
Havre de Grace
Hyeres

I

Inſpruc

K

Konigsberg

La Hague

L

La Hague
Liſle
Limbourg
Luxembourg
Leipzig
Liege
Lipſtadt
Lunembourg
Lauſanne
Lucerne
La Rochelle
L'Orient
Lyon
Livourne
Liſbonne

M

Menin
Maeſtricht
Middlebourg
Magdebourg
Manheim
Marchpurg
Mayence
Metz
Mons.
Munich
Moſcou
Marſeilles
Montbeliard
Montpellier
Milan
Montferrat
Malaga
Madrid
Madras
Meſſina

N

Nimegue
Namur
Naſſau
Naumbourg
Nurembourg
Neufchatel
Nancy
Nantes
Nimes
Naples
Nice

O

Oſtende
Oſnabourg
Orleans

Orleans
Oporto

P

Paderborn
Philipville
Prague
Paris
Perpignan
Parme
Piſa
Philadelphia

R

Rotterdam
Ratiſbonne
Riga
Rheims
Rouen
Rome

S

Saltſbourg
Smyrna
St. Juliers
Stettin
Spires
Spa
Stutgart
Stockholme
St. Gall.
Sion
Soleure
St. Peterſbourg
Sandomir
St. Quertin
St. Omers
Straſbourg

T

Tournay
Treves
Thorn
Toulon
Toulouſe
Tours
Trieſte
Turin

V

Vienne
Varſovie

Valenciennes
Venize
Valence

W

Waldeck
Worms
Wurtsbourg

Y

Ypres
Yverdun

Z

Zwoll
Ziric Zee
Zieg
Zurich

Travellers making uſe of this plan may ſee in the houſe, the method of calculating the exchange, and reducing the ſterling money into foreign money of every principal town in Europe; and may alſo ſee, if they pleaſe, the actual coins in circulation at every place, and which were collected by one of the partners for his own private uſe.

APPENDIX (M.) Vol. II. Page 71.

Account of the Palm Tree, ſo uſeful to the Natives of India and Arabia; chiefly extracted from an antient Portugueſe MS. tranſlated by Order of the Royal Society, in Anno 1668.

The natural hiſtory of the palm tree is extremely curious. This tree flouriſhes the moſt in thoſe countries where no others exiſt, and would ſeem intended by nature, from its extreme abundance and variety, to ſupply the want of all others. Thoſe which bear dates is the true race of the palm. In India they do not produce that ſpecies of fruit; for in the northern parts of that country, where only the tree grows, the fruit never arrives at maturity. In Africa, and all over Arabia, they are found in the utmoſt plenty; but in the former country they are ſuppoſed to arrive at the greateſt degree of perfection.

In Arabia there are ſeveral varieties which ſerve according to their quality, as the food of the inhabitants, and as provender for their

cattle. That which is moſt ſuperior in taſte and flavour is called Muxana, they are ſmall and principally reſerved for the uſe of the Sherreeffs, none being allowed to be exported from the country. The more common ſorts form a very conſiderable article of commerce by caravans all over the three Arabias.

The palm, equally with the fig tree, requires the aid of the male plant to bring the fruit to maturity; but it is much more prolific than the fig, and is advanced by one peculiar excellence above all other trees. The palm tree takes no repoſe as others do, but every month in the year preſents new fruit. A cluſter of thirty or forty nuts, ſometimes more, appears monthly, of which ſeven, or at the moſt twelve, come to perfection.

The moſt favourable climate or ſoil which producesthe greateſt abundance of this tree, is Aſia, particularly that part of it called India, containing the kingdoms and provinces, which lie to the ſouthward of the two rivers Indus and Ganges. The land neareſt the ſea ſide produces the beſt, he air from the ſea being very favourable to them.

The

The natives diſtinguiſh them by particular names, and reckon eight varieties, all differing in their trunks, leaves, fruits, produce, and appearance, yet retain the name of Palm-trees. That which is beſt entitled to this diſtinction, is the tree which bears cocoas; of theſe ſome are wild and ſome are cultivated; the beſt are called barca, which ſignifies excellent. The nut is ſavory and wholeſome, and though eaten in ever ſo great a quantity, do not ſurfeit. What is remarkable, the ſame tree bears at the ſame time, both the barcas and the common nut.

If the roots of this tree is moiſtened by the ſea or any brackiſh water, its bearing is much improved. Of the other ſeven ſorts, ſome are eſteemed wild, from their fruit, ſoil, and the little manuring they require. The tree called cajura, is the peculiar one which bears dates. In India this tree yields no fruit, but affords a liquor which is diſtilled and made into wine. Another ſort is named trefulim, from the fruit of the ſame name; another variety is called arequera, of whoſe leaves large umbrellas are made. This tree yields no fruit. There is another tree

of the race of palms, the fruit of which is called the foxes'-fruit; it is unpleaſant to the taſte, and therefore may be termed a wild date. The tree called berlim bears no fruit: its boughs are uſed for adorning churches. The laſt of this kind, called macomeiras, is without doubt a ſpecies of the palm: the fruit in cluſters of thirty or more, are as big as an ordinary apple when ripe, it is of a date-colour, and very grateful to the taſte. The Maldavia Iſlands, on the ſhores of the ſea, produce a ſpecies of the nuts called cocoa, which it caſts upon the ſhore, and which have been ſeen floating on the ocean from the Coaſt of Melinda to Cape Guarda Fuy, at the diſtance of above two hundred leagues: they are about the ſize of a man's head, and grow double; the colour of the rind is black, and they are ſo much eſteemed by the natives as a remedy for many diſeaſes, particularly againſt poiſon, that they have been known to ſell for their weight in ſilver.

Palm-trees have neither a thick trunk nor boughs like other trees: as they grow in height, they branch out at the top, and open to make room for others; and as the old ones fall, they leave an impreſſion in the

the tree. The tree called macomeira (from the fruit named macoma), has the peculiarity of dividing itſelf into two trunks, when arrived at a certain height. The treafulim is the talleſt of the palms, and grows proportionably thick; the wood is ſolid and ſtrong, and did it poſſeſs ſufficient ſubſtance, might be converted into maſts for large veſſels; for ſmall veſſels, they are frequently made uſe of.

The ſoil moſt congenial to the palm, is, as before-mentioned, what is moiſtened by the ſea or ſalt water: The palm-tree has, by experience, been found to thrive beſt near inhabited houſes, or in low grounds, where they are ſheltered from high winds, which from their height is prejudicial to them.

Theſe trees are produced by ſowing the nuts in a bed, and covering them with earth. In a ſhort time they put forth a ſhoot, and when arrived at ſome growth, are tranſplanted into a place deſtined for that purpoſe. Theſe plants are manured at a ſmall expence; they require but little water, and to the roots are laid aſhes and all kinds of ſhell and putrid fiſh; to ſome they apply

mud taken out of ſalt marſhes, which is reckoned highly beneficial towards its fruitfulneſs: they bear fruit in five years, if planted in ſoft artificial beds, but without ſuch aid not before ſeven.

The fruit of every ſpecies of this tree comes forth thus; from the ſtem of the palm ſhoots out a twig, reſembling a man's arm or a Mooriſh ſcymitar: this opens and puts forth a cluſter of thirty, fifty, eighty, and ſometimes an hundred nuts, about the bigneſs of an hazle nut. Few of theſe arrive at perfection; ſeldom more than twelve or fourteen: the reſt drop off, and a new cluſter ſupplies their place before the firſt is ripe or cleared of the flower, and thus every month produces a freſh bunch. The palm-tree reſembles an indulgent mother, environed by greater and ſmaller children, and at the ſame time feeding theſe and bearing others, a rarity not experienced in other trees. The fruit of the cocoa is productive in various ways: while the kernel is ſoft and full of water, the natives drink it as a ſweet and pleaſant beverage: when arrived to a greater conſiſtence, like that of cream, it is eaten with ſpoons, and when come to maturity, it is agreeable

and

and well-taſted, but hard of digeſtion and unwholeſome; the nut barca, is the only exception, which is pleaſant and harmleſs.—The thin black rind which covers the kernel is good in medicine; the kernels ſeparated from the rind, divided and dried in the ſun, is called copra, of which excellent oil is made. Every part of the cocoa is of ſome utility: the outer rind called coir, is not unlike tow, and when well macerated and drawn into threads, affords lines and ropes large enough for veſſels of any ſize; cables made of it are highly eſteemed, as they will bear ſtretching, and will not rot in ſalt water: on which account, they have a great advantage over cables made of hemp. The ſecond rind, the immediate cover of the cocoa, when green, is eaten like chardons; when ripe it is very hard and thin, and is made uſe of in different ways; when burnt into charcoal, it admirably tempers iron, and is accordingly much approved of by artificers.

Beſides the above-mentioned excellencies, the palm-tree and its fruit are productive in various other ways. The tree alone is ſufficient to build, rig, and freight a ſhip with bread, wine, water, oil, vinegar, ſugar, and other com-

modities. There are inſtances of veſſels, where the bottom and the whole cargo has been from the produce of the palm-tree. The veſſels are called Pangaryos, on which the natives coaſt the land of Melinda, and go into the Red Sea: they do not venture far from the ſhore, being weak, without any binding of iron, and unable to indure any ſtreſs of weather. The palm-tree yields plank, which is, however, weak and ſpungy: the planks are ſowed together with fine thread, made of the outermoſt rind of the nut; the ſeams are caulked with oakum of coir; it is afterwards laid over (as is uſual), with the fat of fiſh, ſerving inſtead of hot pitch: where nails are wanted, they are ſupplied by wooden pins made of a certain ſpecies of the palm-tree; the maſt is alſo of the ſame tree, and does not require much trouble in fitting it. Ropes of all ſizes are made of coir: ſails are woven of the leaves of the palm-tree called cajuris, of which ſacks are alſo made (called macendas), in which they carry millet, &c. Bread the ſame nut ſupplies; when dry it is called copra; when green, named puto, which grated and put into hollow canes, is termed cuſcus. The

nuts

nuts when green and before the kernel arrives to any conſiſtency produces water, which is clear, ſweet, and pleaſant. Oil is made of copra (that is the nut dried in the ſun), and uſed in great quantities by the people in India, who have no other beſides this, but what is drawn from a ſeed called gergelim, which is much inferior, and only uſed by the pooreſt claſs.

The wine requires ſome pains and aſſiduity: when the palm-tree puts forth her ſhoot or poyo (ſhaped like a Mooriſh ſcimetar), before the cluſter appears, they cut off three fingers' breadths from the point, and tying it near the inciſion with a reed to prevent ſlitting; put the end of the ſhoot into a pitcher made for that purpoſe, called gorgo; and the ſhoots weep that juice which ſhould have produced cocoas. This liqour is drawn twice in the day; in the morning, that which was exuded in the night, and in the evening the diſtillation of the day: the men employed in this buſineſs are called Bandarins, who, with a gourd hung at their girdle, and with a pruning hook in their hand, climb the talleſt palm-trees, ſome of which, particularly thoſe called cajuris, are

of

of a prodigious height; they aſcend as on a ladder, by notches made in the trunk of the tree, and with apparent eaſe and ſecurity.

In palms of a leſſer ſize, and of the claſs which yields dates, they make a hole in the trunk, in which they place a cane, through which the liquor diſtils; and which, if the tree affords this liquor, bears no cocoas. This liquor is ſweet, medicinal, and pleaſant, and is called ſura; it is ſet by the fire in large veſſels to diſtill as in an alembic, but with this caution, that they continually caſt cold water upon the veſſel, leſt, as a ſpirit, it ſhould take fire. This is the wine made of the palm-tree, called by the natives arrack: it intoxicates like ſpirits, and is much more powerful when diſtilled a ſecond time, as it then becomes a quinteſſence. Of this arrack excellent vinegar is made, by putting into it two or three fired ſticks, or a great ſtone well heated. Sugar is made of the ſweet ſura freſh from the tree, which boiled till it coagulates, becomes good ſugar. The merchandize afforded by the palm-tree, and laden on veſſels, are dried cocoa nuts, the rind and various other commodities before-mentioned: thus the palm-tree builds,

rigs,

rigs, and loads a veſſel with goods and proviſions, all its own produce.

The palm is, undoubtedly, ſuperior to every other tree, from the various advantages ariſing from its productions.

All places do not produce cocoas of the ſame ſize: they are great or ſmall, according to the nature of the climate and quality of the ſoil. The Coaſt of Malabar being cool, and abounding with rivers which ſpring from the mountains, to whoſe baſe this coaſt extends, affords ſuch large cocoas, that the lanhas (namely), young and imperfect nuts of Cochin and theſe territories, are each ſufficient to quench the thirſt of two perſons. After theſe, are to be ranked thoſe of the iſland of Ceylon, where the ground is very luxuriant, yet inferior to the ſoil of Malacca and the places adjoining, where the cocoas are the largeſt. Thoſe of Arabia Felix are finer than any yet ſpoken of, from the goodneſs of the ſoil and the nature of the climate.

The Palm-tree continues flouriſhing ſeveral years; and its age is ſaid to be known by the number of marks left by the branches dropping off. Among the other uſes

ariſing from the produce of the palm, may be added that of the boughs and leaves, which made up with a wick ſerves as a torch, by the natives called chule, who uſe them as a ſecurity againſt ſnakes, when obliged to travel: they are alſo uſed when fiſhing in the rivers: the leaves are made into coverings for their palanquins, which defend them from the rain and ſun. Some palm-trees afford a leaf called olhas, which ſerves as paper, on which they grave the letters with an iron pencil. The leaves of the cajura-tree dried remain of a white colour, which are made into light cheap hats: the bark of the poyo or the twig, being of a thicker and ſtronger ſubſtance, furniſhes the common people with caps.

The trunk of the palm-tree being ſlender and diſproportionate to its great height, the whole weight of the boughs and fruit being at the top, in a manner at the vertical point of the ſlim body, the ſhock of winds would, without doubt, eaſily break and deſtroy this diſproportioned fabric; but Nature, ever provident, has againſt this, furniſhed each bough with ſwathes of the ſame matter and texture as the palm-tree, and not unlike coarſe cloth

or

or canvaſs: with theſe the branches are ſo ſtrongly ſecured, as to defy the violence of the wind to injure them.

APPENDIX (N.) Page 131.

Routes in Europe and in Aſia.

The experience of the inconveniencies that attend the overloading of a carriage in a long journey, induces me to make ſome remarks that may not be unworthy of notice. Travellers are apt to think their accommodation increaſed by having their carriage well loaded before, behind, and on the imperial, becauſe they have every thing about them: boxes, trunks, beds, &c. &c. but they are miſtaken. It retards their progreſs, renders it indiſpenſably neceſſary to add more horſes; and the aſcending and deſcending in a mountainous country, very difficult. You are often obliged to ſupport the wheels, which creates delay: your tackle is liable to break, beſides various dangers you run into from ſome one or other of theſe cauſes. Inſtead of which, ſet out with a light carriage, and a two-wheeled calaſh to carry all the baggage: in that caſe,

your are only obliged to put four horſes to your coach, and the remaining two will draw the calaſh. By this method you travel much faſter, more commodiouſly, and without uneaſineſs or danger. Your coach, alſo, will be more agreeable to uſe in the various cities you may arrive at, ſhould the traveller be inclined to make any ſtay, where you can only hire the moſt miſerable ſort of carriage.

Note.—You may dine or ſleep at any of the places marked in Small Capitals or Italics, and refer for the beſt Inns to the bottom of the page.

ROUTES, &c.

From London to Paris, by Liſle.

	Poſts.	Engl. Miles diſtant.	Time in travelling. H.	M.
From London to				
CANTERBURY (*a*)	0	56	8	0
DOVER (*b*) - -	0	16	2	45
CALAIS (*c*) - -	0	21	6	0
Ardres - -	2	10¼	1	45
La Recouſſe - -	1	5	0	50
ST. OMER - -	2	9½	1	30
Aire - - -	1½	11	1	55
Lillers - -	1½	8	1	10
Bethune - -	1½	8¼	1	15
Waquet - -	2½	13	2	0
LISLE (*d*) - -	2	9¾	1	30
Carvin - -	2	11¾	2	0
Lens - - -	1	7	1	5
ARRAS (*e*) - -	2	9½	1	45
Herville - -	2	7½	1	30
Bapaume (*f*) -	2	10	1	30
Saille - - -	1	6	1	0

(*a*) King's Head. (*b*) City of London.
(*c*) Deſſeins. (*d*) Hotel Royal, or Bourbon.
(*e*) The Crown of Artois.
(*f*) The Hotel de Chabrilliant.

LOCAL

Local Observations.	Remarks.
	From Dover to Calais in three, four, or five hours, is reckoned a good paſſage; but ſix is moſt common.
Very good roads.	
	A very ſtrong fortreſs; the capital of French Flanders.
Fertile country.	

To	Posts.	Engl. Miles distant.	Time in travelling. H.	M.
PERONNE (*g*) –	1½	7¾	1	15
Marché-le-Pot –	1½	7½	1	20
Fanches – –	1	7	0	40
Royæ (*h*) – –	1	6	0	45
Canchy-les-Pots –	1½	8	0	56
Cuvilly – –	1	5½	0	40
Gournay (*i*) – –	1	5	0	35
Bois-de-Lihus –	1½	7	1	0
Paul St. Maixence –	1½	8¾	1	0
Chantilly – –	2	12	1	45
Luzarches – –	1	6	0	55
Ecouen – –	1½	7	1	5
ST. DENIS – –	1	5½	0	45
PARIS (*k*) – –	1 R	7	1	0

(*g*) At the Post-House.

(*h*) The Golden Sun, or the Great Head.

(*i*) The Post-House.

(*k*) Parliament of England, Rue Coquéron, Hotel de Treville, near the Luxembourg.

Local Observations.	Remarks.
Very fine roads.	Is ſituated on the Soane; it is deemed well fortified, becauſe it has never been taken.
	If a traveller has time to ſpare, it is worth his while to paſs it here, to view the caſtle, gardens, &c. &c.

From Calais to Paris, by Amiens.

	Posts.	Engl. Miles distant.	Time in Travelling. H.	M.
From CALAIS to				
Hautbuiſſan – –	1½	8¼	1	30
Marquiſe – –	1	5½	0	55
Boulogne * – –	1½	8¼	1	28
Samers – –	2	9	1	40
Cormont – –	1	5	1	0
Montreuil (*a*) –	1½	7¾	1	45
Nampont – –	1½	8½	1	30
Bernay – –	1	5½	1	10
Nouvion – –	1	5	0	45
ABBEVILLE (*b*) –	1½	8¼	1	32
Ailly – – –	1½	7½	1	30
Flixcourt – –	1	6¼	1	7
Pecquigny – –	1½	6¼	1	10
AMIENS – –	1	7¾	1	35
Hebecourt – –	1	6	0	50
Flers – – –	1	5½	0	50
Breteuil (*c*) – –	1½	7¾	1	20
Wavigny – –	1½	6½	0	58
St. Juſt – –	1	4½	0	42
Clermont (*d*) –	2	9½	1	45

* The Poſt-Houſe, a very good Inn.
(*a*) Do. (*b*) The Crowned Angel.
(*c*) (*d*) The Royal Swan.

LOCAL

LOCAL OBSERVATIONS.	REMARKS.
From Calais to Montreuil, you are afcending and defcending continually.	Calais has nothing remarkable but the Citadel, which is ſtrongly fortified.
	At Montreuil, the gates are ſhut at duſk, but they will open them to travellers who go paſt.
Picardy produces no wine, and little firing.	From Abbeville to Clermont, the roads are lately much improved.
Fertile and open country.	
Hard road and flat.	

To	Posts.	Engl. Miles distant.	Time in Travelling. H.	M.
Lingueville – –	1	6	1	7
Chantilly – –	1½	8	1	20
Luzarches – –	1½	6¼	0	58
Ecouen – –	1½	7	1	10
St. Denis – –	1	5	1	0
PARIS (*e*) – –	1 R	6	0	55

(*e*) Vide Paris as before.

From Paris to Lyons and Avignon.

From Paris to	Posts.	Engl. Miles distant.	Time in Travelling. H.	M.
Villejuif – –	1	1	0	30
Fromenteau – –	1½	6½	1	0
Essonne – –	1½	8	1	15
Ponthiery – –	1½	7	0	57
Chailly – –	1	5½	0	45
FONTAINBLEAU (*a*)	1½	6	1	3
Nemours – –	2	10	2	0

(*a*) The Great Stag.

LOCAL

Local Observations.	Remarks.
From Clermont to Paris is a paved road.	
Of the two roads from Paris to Lyons by the Bourbonnois and by Burgundy, that of Burgundy is preferable in winter; for ſhould the land-road be impaſſable, you muſt have recourſe to the paved road.	

To	Posts.	Engl. Miles distant.	Time in travelling. H.	M.
Glandelle — —	1	4	0	30
La Croiſiére —	1	3½	0	27
Fontenay — —	1	5	0	36
Puy la laude —	1	5½	0	37
Montargis (*b*) —	1	5	0	38
La Commodité —	1½	6½	0	45
Mogeret — —	1	5	0	40
The Bezards —	1	3½	0	30
La Buſſiére — —	1	4	0	35
Belair — —	1	4	0	35
Briare (*c*) — —	1	5	0	40
Ouiſſon — —	1	5	0	45
Neuvry — —	1½	7	1	5
La Celle — —	1	5½	0	53
Coſne — —	1	4	0	36
Maltaverne — —	1	5	0	45
Pouilly — —	1	5	0	39
Meuves — —	1	4½	0	25
La Charite (*d*) —	1	4½	0	35
Pougues — —	1½	8	1	5

(*b*) The Magdalen.

(*c*) The Rotella, a very good Inn.

(*d*) The Grand Monarch.

Local

Local Observations.	Remarks.
The mineral waters of this place attract much company.	

To	Posts.	Engl. Miles distant.	Time in travelling. H.	M.
NEVERS (*e*) –	1½	8½	1	20
Magny – –	1½	7½	1	16
St. Pierre – } *Le Mouſtier* (*f*) }	1½	7	1	0
St. Imbert – –	1	5½	0	59
Villeneuve –	1	5	0	41
MOULINS (*g*) –	1½	8	1	12
Beſſay – –	1½	8	1	27
Varennes – –	2	10	1	22
St. Geran – –	1½	7½	1	12
La Palice (*h*) –	1	5½	0	58
Droiturier – –	1	5	0	50
St. Martin D'Eſtreaux } –	1	5	0	55
La Pacandiere –	1	5½	1	0
St. Germain –	1½	6½	1	6
Roanne (*i*) – –	1½	7½	1	12
The Hoſpital –	1	5	1	0
St. Simphorien –	1	5½	1	15
La Fontaine – –	1½	7	1	7

(*e*) The Grand Monarch.
(*f*) The Poſt Houſe.
(*g*) The Golden Lion.
(*h*) The Poſt Houſe.
(*i*) Ditto.

LOCAL

Local Observations.	Remarks.
The capital of the Bourbonnois, and a conſiderable manufactory for cutlery.	
From Roanne to Lyons you have ſeveral mountains to paſs, when you are obliged to put oxen to with your horſes.	

To	Posts.	Engl. Miles distant.	Time in travelling. H.	M.
Tarare (*k*) – –	1½	7	2	0
Arnas – –	1½	7	1	24
La Tour – –	2	10	2	13
LYONS (*l*) – –	1½	7	1	45
St. Faud – –	1	5½	0	50
St. Simphorien –	1	6	1	34
VIENNE – –	1½	9	2	15
Auberive – –	2	10	2	5
The Toll-gate of Rouffillon –	1	4½	0	48
St. Rambert – –	1½	7	1	8
St. Vallier – –	1½	7½	1	24
Tain – – –	1½	8	1	35
Valence – –	2	11½	2	18
La Paillaffe – –	1½	7	1	16
Loriol – –	1½	7	1	12
Laine – –	1½	7½	1	25
Montelimer –	1½	7	1	7

(*k*) The Red Hat.

(*l*) The Hotel—Count d'Artois.

LOCAL

Local Observations.	Remarks.
Some of theſe mountains are often covered with ſnow to the middle of June. From hence to Avignon the regular route alters.	

To	Posts.	Engl. Miles distant.	Time in travelling. H.	M.
Donzerre — —	2	11	2	0
Pierre-latte — —	1	5	0	43
La Palu — —	1	5	0	40
Mornas — —	1½	8	1	15
Orange — —	1½	7	1	8
Courtezon — —	1	6	1	17
AVIGNON — —	2½	13	2	17

From Paris to Lyons, by the Way of Burgundy.

From PARIS to	Posts.	Eng. Mil. distant.	Time in travelling. H.	M.
Villejuif — —	1	4	0	30
Fromenteau — —	1½	7½	1	0
Essone — —	1½	8	1	15
Panthierry — —	1½	7	0	57
Chailly — —	1	5	0	35
Fontainebleau —	1½	7½	1	0

LOCAL

Local Observations.	Remarks.
You here ſee Mount Ventoux, which is ſaid to be the higheſt mountain in France.	

To	Posts.	Eng. Miles distant.	Time in travelling. H.	M.
Moret (*a*) – –	1 1/2	7 1/2	1	0
Fauſſard – –	1 1/2	7 1/2	1	5
Villeneuve la Guiarre (*b*) –	1	5	0	30
Pont-ſur-yonne –	1 1/2	7 1/2	1	10
SENS – –	1 1/2	7 1/2	1	0
Villenuve le Roi –	1 1/2	7 1/2	1	5
Villevalier – –	1	5	0	40
Joigny – –	1	4 1/2	0	35
Baſſou – –	1 1/2	7	0	50
AUXERRE – –	1 1/2	9	1	10
St. Brice – –	1	6 1/2	1	0
Vermanton – –	2	11	1	30
Lucy le Bois –	2	12	1	55
Cuſſy-les-forges –	1 1/2	10	1	30
Rouvray – –	1	5	0	45
La Maiſon Neuve –	1 1/2	10	1	50
Vitteaux (*c*) –	2	12	1	45
La Chaleure – –	1 1/2	11	2	0
The Pont de Panis –	1 1/2	8	1	30
La Cude – –	1	5	0	45

(*a*) The Angel.

(*b*) A good Inn at the Poſt-Houſe.

(*c*) The Poſt-Houſe.

LOCAL

Local Observations.	Remarks.

To	Posts.	Eng. Miles distant.	Time in travelling. H.	M.
Dijon (*d*) – –	1½	7½	1	0
La Baraque – –	1½	7½	1	5
Nuys – – –	1½	6½	0	55
Béaune (*e*) – –	1½	9	1	15
Chaigny – –	2	9¾	1	16
Chalons upon the Soane (*f*)	2	11	1	35
Sennecey – –	2	12	1	35
Tournus (*g*) –	1	6	1	40
St. Albin – –	2	10	1	30
Macon (*h*) –	1½	9	1	25
La Maiſon Blanche	2	10½	1	30
St. George's – –	1	8	1	5
Ville-franche (*i*) –	1	5½	0	50
The Echelles –	1½	8	1	20
Puits-d'or – –	1	6	1	0
Lyons (*k*) – –	1	6	1	3

(*d*) The Prince of Condé.
(*e*) The Poſt-Houſe.
(*f*) The White Horſe.
(*g*) The Hotel Royal.
(*h*) The Poſt-Houſe.
(*i*) Ditto.
(*k*) The Hotel d'Artois, Rue d'Arſenal.

Local

LOCAL OBSERVATIONS.	REMARKS.

From Bourdeaux to Tholouſe.

	Poſts.	Eng. Miles diſtant.	Time in travelling. H.	M.
From BOURDEAUX				
To Bouſcaut –	1½		1	15
La Prade – –	1		0	45
Caſtres – –	1		0	30
Barlade – –	1		0	40
Barſac – –	1		0	48
Langon – –	1		0	50
LA REOLE – –	1		1	50
La Mottellandron –	1		1	50
Marmande –	1			
Tonneins – –	2		1	35
Aiguillon – –	1½		1	25
Port St. Marie –	1		0	45
Luſignan – –	1		0	45
AGEN – –	1		0	48
Croquelardy to La Magiſtére	1		1	0
Malauſe – –	1		1	7
MOISSAC – –	1½		1	55
La Pointe – –	2		2	10
MONTAUBAN –	1½		1	0
La Baſtide – –				
St. Pierre – –	1½			
Griſolles – –	1		2	5
St. Jorry – –	1½		1	10
Courtanſoule –	1			
TOULOUSE – –	1		1	50

LOCAL OBSERVATIONS.	REMARKS.

From Toulouſe to Montpellier.

	Poſts.	Engl. Miles diſtant	Time in travelling. H.	M.
From TOULOUSE to				
Caſtanet — —	1½	6¼	0	50
Baſſiege — —	1½	9¾	1	5
Vellefranche —	1	7	1	5
La Baſtide d'Anjou	1½	11¾	1	25
Caſtlenaudary —	1	7½	0	50
Alzonne — —	2	13½	1	50
CARCASSONE —	1½	15¼	2	0
Barbeyrac — —	2	12¼	1	45
Mons — —	1	9	1	4
Cruſcades — —	2	10	1	30
Villedaigne — —	1	11	1	45
NARBONNE (*a*) —	1			
Niſſan — —	2	14	1	55
Bezieres (*b*) —	2	7¾	1	50
La Begude de Jordy	1½	8¼	1	35
PEZENAS (*c*) —	1	6	1	0
Villemagne — —	1½	9½	1	20
Loupiane — —	1	13	1	42
Gigéan — —	1			
Fabregues — —	1	4¾	0	36
MONTPELLIER (*d*)	1½	7	1	5

(*a*) At Notre Dame.
(*b*) The White Horſe.
(*c*) The Three Pigeons.
(*d*) The Petit Paris

LOCAL

Local Observations.	Remarks.
They boaſt much here of their climate, the ſalubrity of the air, the goodneſs of proviſions, and the civility of the inhabitants.	

From

From Montpellier to Marſeilles.

	Poſts.	Eng. Miles diſtant.	Time in travelling. H.	M.
From MONTPELLIER				
To Columbiére —	1½	8	1	23
Lunel — —	1	7	0	58
Uchault — —	1½	8	1	25
NISMES (*a*) — —	1½	7	1	10
St. Gervaſy —	1	6	1	3
Remoulins — —	1	6	0	58
Valignieres — —	1½	7¼	1	14
Connault — —	1½	7½	1	7
Bagnols — —	1	5¼	0	46
PONT ST. ESPRIT (*b*)	1½	6½	1	5
Bagnols — —	1	6½	1	6
La Begude St. Laurent — —	1½	9	1	50
Pujeau — —	1	13	2	50
AVIGNON — —	1			
St. Andiol — —	2	12	1	55
Orgon — —	1	6	0	50
Pont Royal — —	2	11	1	45
St. Cannat — —	2	11	1	45
Aix (*c*) — —	2	12	2	0
Pin — —	2	10	1	40
MARSEILLES —	2	10	1	40

(*a*) The Petit Louvre. (*b*) The Louvre.
(*c*) The St. Jacques.

LOCAL

LOCAL OBSERVATIONS.	REMARKS.

From

From Marſeilles to Nice.

	Poſts.	Engl. Miles diſtant.	Time in travelling. H.	M.
From MARSEILLES				
To Aubagna (*a*) –	2	13	2	15
Cuges (*b*) – –	1½	8¼	1	20
Bauſſet – –	2	11	2	0
TOULON – –	2	14	2	0
Cuers – –	2	13	3	15
Pignan – –	1½	10	1	47
Luv – –	1½	9	1	23
Vidauban – –	1	16	2	40
Muy – –	1½			
FREJUS – –	2	13	1	45
L'Eſterel – –	2	10	2	30
La Napoule –	1½	8	1	20
ANTIBES –	2½	15	2	35
NICE (*c*) –	3	12	4	0

(*a*) Thirteen Cantons.
(*b*) A good Inn at the Poſt Houſe.
(*c*) Do.

LOCAL

Local Observations.	Remarks.
The moſt celebrated and beſt fortified port in Europe.	
Between Antibes and Nice you are obliged to ford the Vaz, it is ſo rapid that a traveller muſt ſometimes have a dozen men to ſupport the chaiſe againſt the current of the ſtream.	

From Nice to Genoa, by the Col-de-Tende.

	Posts.	Engl. Miles distant.	Time in travelling. H.	M.
From NICE to				
Scarena – –	2	13	3	30
Sofpello – –	2	13	3	30
La Chiandola –	2	16	4	0
TENDE – –	2	14	3	50
Borgo-limon –	$2\frac{1}{2}$	18	5	0
CONI (*a*) – –	$2\frac{1}{2}$	19	4	45
Centale – –	1	$7\frac{1}{2}$	1	3
Savigliano – –	$1\frac{1}{2}$	12	2	0
Racefnigi – –	1	$7\frac{1}{2}$	2	8
Pœrino – –	2	15	1	15
St. Michele – –	1	$7\frac{1}{2}$	0	58
Cabaglione – –	1	$7\frac{1}{2}$	1	10
ASTI (*b*) – –	1	$7\frac{1}{2}$	1	0
Annone – –	1	$7\frac{1}{2}$	1	8
Felizano – –	1	$7\frac{1}{2}$	0	55
ALESSANDRIA (*c*)	1	$7\frac{1}{2}$	1	37
NOVI (*d*) – –	2	15	2	0
Voltaggio – –	2	15	2	10
Campomarone (*e*) –	2	15	2	40
GENOA (*f*) –	$1\frac{1}{2}$	11	1	45

(*a*) The Poft Houfe. (*d*) The Poft Houfe.
(*b*) The Rufa ruffa. (*e*) Ditto
(*c*) The Three Kings. (*f*) The St. Martha.

LOCAL

Local Observations.	Remarks.
From Nice to Borgo-limon you travel on mules at twelve livres of Piedmont per mule, or carried in a chair at three livres per day for each carrier. You muſt employ ſix or eight, and pay them back. Your chaiſe you muſt ſend by ſea to Genoa, and hire one at Coni.	

From

From Vienna to Prague.

	Posts.	Engl. Miles distant.	Time in travelling. H.	M.
From VIENNA to				
Enzerſdorf – –	1	8	1	15
Stokerau – –	1	10	1	40
Malbern – –	1	8	1	0
Holabrunn – –	1	10	1	30
Iezelzdorf – –	1	10	2	15
Znaym – –	1	10	2	40
Freynerſdorf –	1	10	2	0
Budevitz – –	1	10	1	50
Schlettau – –	1	12	2	0
Stannern – –	1	12	2	45
Iglaw – –	1	10	1	40
Teutſchbrod –	1½	15	2	15
Steinsdorf – –	1	8	1	5
Lenechau – –	1	9	1	20
Czaslau – –	1	10	1	30
Kolin – –	1	12	2	30
Planian – –	1	9	1	25
Bæmiſchbrod –	1	9	1	25
Biegowitz –	1	10	1	40
PRAGUE – –	1	11	2	0

Local Observations.	Remarks.

From Prague to Leipſick.

	Poſts.	Engl. Miles diſtant.	Time in travelling. H.	M.
From PRAGUE to				
Turkſlau — —	1	10	2	0
Welbern — —	1	10	2	45
Budin — —	1½	14	3	20
Laſowitz — —	1	12	3	0
Auſſig (*a*) — —	1½	16	4	20
Peterſwald — —	1	10	3	30
Zichſt — —	1	10	3	30
DRESDEN (*b*) —	2	14	3	15
MEISSEN — —	1½	16	4	15
Stanchitz (*c*) —	1¼	15	5	0
Wounſdorf — —	1¼	14	3	25
Wurtzen — —	1	10	2	30
LEIPSICK — —	1½	15	3	50
	16½	166	44	40

(*a*) A very good Inn.
(*b*) The Hotel de Paloque
(*c*) A good Inn.

LOCAL

Local Observations.	Remarks.
Very bad roads from Loſawitz to Auſſig.	
Bad roads.	

From Leipſick to Berlin.

	Poſts.	Eng. Miles diſtant.	Time in travelling. H.	M.
From LEIPSICK to				
Duben — —	2	22	5	40
Wittemberg (*a*) —	2	24	5	15
Trevenbriezen —	2	24	6	0
Beclitz — —	1	12	2	45
POTZDAM (*b*) —	1	12	2	50
BERLIN — —	2	20	3	30
	10	114	26	0

(*a*) Good Inn. (*b*) Fine Inns, but bad.

From Berlin to Brunſwick and Hanover.

	Poſts.	Engl. Miles diſtant.	Time in travelling. H.	M.
From BERLIN to				
POTZDAM — —	2	20	4	0
Graffencreutz —	1½	13	5	30
BRANDEBOURG —	1	10	3	0
Zeiſar — —	1½	18	5	0
Hohenzias — —	1½	15	3	30
MAGDEBOURG (*a*)	2	21	7	0
Arſchlem — —	2	20	12	0
Helmſtadt — —	1	10	4	0
BRUNSWICK —	2½	25	7	0
Peine — —	1½	15	2	45
Scinde — —	1	12	3	0
HANOVER (*b*) —	1	14	3	30
	18½	193	60	15

(*a*) The King of Pruſſia. (*b*) At the City of London.

LOCAL OBSERVATIONS.	REMARKS.
You croſs the Elbe in a boat near Wittembourg.	
Heavy roads and ſandy.	
The roads in winter are almoſt impaſſable from Berlin to Helmſtadt.	

From Hanover to Cologne.

	Posts.	Engl. Miles distant.	Time in travelling. H.	M.
From HANOVER to				
Hagenburg –	1½	19	4	40
Leese – –	1	12	3	0
Diepenaw (*a*) –	2	20	5	0
Boomte – –	2	22	5	30
OSNABRUCK (*b*) –	1½	15	3	15
Lengerke – –	1	10	3	0
MUNSTER (*c*) –	2	20	6	25
Dulmen – –	2	20	4	50
Dorstein (*d*) –	1½	15	6	10
Duysburg – –	2	21	6	50
DUSSELDORF –	1½	16	5	0
Donnagen – –	1	12	3	0
COLOGNE – –	1	11	3	0
	20	213	59	40

(*a*) A bad Inn, but the only one.
(*b*) The Keiser, a good Inn.
(*c*) The Crown, do.
(*d*) The Post-House, do.

LOCAL OBSERVATIONS.	REMARKS.
On your departure from Leefe you crofs the Wefer oppofite Stolzenaw.	

From Cologne to Utrecht.

	Posts.	Engl. Miles distant.	Time in Travelling. H.	M.
From COLOGNE to				
Berchem – –	$1\frac{1}{2}$	15	2	50
JULIERS – –	1	10	2	0
AIX-LA-CHAPELLE (*a*)	$1\frac{1}{2}$	15	3	50
Foron – –	$1\frac{3}{4}$	18	4	5
LIEGE – –	2	17	2	40
St. Tron – –	$3\frac{1}{2}$	24	4	20
Tirlemont – –	2	12	1	50
Louvain – –	2	10	1	45
Malines – –	2	12	2	20
ANVERS (*b*) –	2	15	2	50
Sundert – –	3	28	4	30
BREDA (*c*) –	2	10	2	10
	Leagues			
Donge – –	2	6	1	15
Capel – –	2	6	1	20
Duſſel – –	2	6	1	25
Paſſage of the Meuſe		2	0	25
GORCUM – –	$1\frac{1}{4}$	5	2	35
Meerkitoke – –	2	6	1	15
Vianem – –	3	10	1	15
Paſſage of the Leck	$\frac{1}{4}$	1	1	0
Utrecht – –	2	6	1	0

(*a*) At Dubick's, oppoſite the Baths.

(*b*) The City of Bruſſels.

(*c*) The Prince Cardinal.

LOCAL

Local Observations.	Remarks.
The paſſage of the Leck is ſometimes performed in ten minutes.	

From Utrecht to Amsterdam.

	Posts.	Engl. Miles distant.	Time in Travelling. H.	M.
From UTRECHT to				
Mautfort – –	4	10	2	8
Oudewater – –	2	6	1	10
Gouda – –	1½	4½	0	50
ROTTERDAM –	4	12	2	15
DELFT – –	3	9	1	40
The HAGUE (*a*) –	1½	5	0	55
	16	40½	8	58
From the HAGUE to	By Water.			
LEYDEN – –		9	4	0
Alphen – –		7½	3	0
AMSTERDAM (*b*)		18	6	30
		34½	13	30
From AMSTERDAM				
To Buykfloot –		3	1	8
Brock – –		3	1	10
Tollhuys – –		4	0	55
AMSTERDAM –		½	0	10
		10½	3	23

(*a*) At Benoit's. (*b*) At Thiébault's.

LOCAL

Local Observations.	Remarks.
From Brock you may return to Amſterdam by land. It is the ſhorteſt way.	

From

From Amſterdam to Bruſſels.

	Poſts.	Engl. Miles diſtant.	Time in Travelling. H.	M.
From AMSTERDAM				
To Harlem (*a*) –		12	2	0
LEYDEN – –		15	4	0
The HAGUE –		10	3	0
DELFT – –	1½	5	1	0
ROTTERDAM –	3	9	1	30
Nieuwehrkerk –	1¾	5	1	0
Paſſage of the Iſſel –			0	25
Krimpen – –	¾	2½	0	25
Paſſage of the Leck			0	35
Ablaſſer Dam –	1	3	0	30
Wuylendham –	4	10	1	45
GORCUM (*b*) –	3½	9	1	45
Paſſage of the Meuſe		½	1	30
Duſſel – }	1½	12	2	35
Capel – }	2			
Dange – –	2	6	1	40
BREDA – –	2	7	1	45
Etten – –	2	6½	1	5
Roſendall – –	3	9	1	45
BERGEN-OP-ZOOM (*c*) –	3	9	1	55
Hoogerkeyde –	1½	5	1	15
Putten – –	2	6	1	15
Capellen – –	1	3	0	40
ANVERS – –	2	9	1	30
MALINES – –	2½	16	2	25
BRUSSELS (*d*) –	2½	15	3	10
		184½	40	15

(*a*) The Golden Lion. (*c*) The Court of Holland.
(*b*) The Doelin. (*d*) Do.

From Bruſſels to Spa, and to Calais.

	Poſts.	Engl. Miles diſtant.	Time in travelling. H.	M.
From BRUSSELS to				
Louvain – –	3	17	3	0
Tirlemont – –	2	12	2	0
St. Tron (*a*) –	2	12	2	0
Tongres – –	1½	12	2	50
MASTRICHT –	1½	14	2	0
Tangres – –	1½	14	2	40
LIEGE – –	1½	13	2	40
SPA (*b*) – –	3	28	2 2	50 40
LIEGE – –	3	28	7	0
St. Tron – –	3½	24	4	0
Tirlemont – –	2	12	2	0
Louvain – –	2	10	1	50
BRUXELLES –	3	17	2	45
ASCHE – –	1½	9	1	30
Aloſt – –	1½	8	1	20
Quadregt – –	1½	9	1	43
GAUD (*c*) – –	1	6	1	0
Petteghen – –	1½	12	1	30
St. Elay – –	1½	8	0	53
COURTRAY –	1½	7	1	15
Menin – –	1	6	1	0
Ypres – –	2	10	1	55
Raſeburgge – –	2	13	2	40
Berg (*d*) – –	1½	10	2	0
DUNKIRK – –	1	5	0	50
Gravelines – –	2	10	2	40
CALAIS (*e*) –	2½	14	3	30
	51½	340	64	1

(*a*) The Poſt Houſe.
(*b*) At Ogilvie's.
(*c*) St. Sebaſtian.
(*d*) The Golden Head.
(*e*) At Deiſſein's.

From Baſle to Manheim and Frankfort.

	Poſts.	Engl. Miles diſtant.	Time in travelling. H.	M.
From Baſle to				
Kalteherberg –	1		2	25
Mulheim – –	1		1	35
Krotzingen – –	$\frac{3}{4}$			
Freybourg – –	$\frac{3}{4}$			
Emmedingen (*a*) –	$\frac{3}{4}$			
Kenzingen – –	$\frac{3}{4}$			
Freiſenheim –	$1\frac{1}{2}$			
Offenburg (*b*) –	$\frac{3}{4}$		1	15
Appenneyer –	$\frac{1}{2}$		0	45
Biel – –	$1\frac{1}{4}$		2	30
Raſtadt (*c*) – –	1		2	0
Caelsruke (*d*) –	$1\frac{1}{2}$		3	20
Graben – –	$1\frac{1}{4}$		2	5
Wagheuzel – –	1		1	30
Shivetzingen –	1		1	50
Manheim – –	$\frac{3}{4}$		1	30
Heidelberg (*e*) –	$1\frac{1}{2}$		2	0
Heppeinheim –	$1\frac{3}{4}$		3	10
Heſſe Darmſtadt (*f*)	$1\frac{3}{4}$		4	20
FRANCKFORT –	$1\frac{1}{2}$		3	45

(*a*) The Poſt-Houſe.
(*b*) Do.
(*c*) Do.
(*d*) The Poſt Houſe.
(*e*) The Bull.
(*f*) The Poſt-Houſe.

From

From Lyons to Geneva, and from Geneva to Baſle.

	Poſts.	Eng. Miles diſtant.		Time in travelling.	
		M.	F.	H.	M.
From Lyons to					
Mirebel – –	1½	9	0	2	0
Montluel – –	1	5	4	0	50
Meximieux – –	1½	7	6	1	10
St. Denis – –	1½	7	1	1	20
St. Jean le Vieux –	1	5	7	1	15
Corden – –	1½	8	2	1	30
St. Martin – –	1½	7	3	1	0
Nantua – –	1	4	4	0	30
St. Germain – –	1½	7	7	1	10
Chatillon – –	1	4	5	1	5
Avanchy – –	1½	7	2	1	50
Coulonges – –	1½	6	6	1	50
St. Genis – –	2	9	3	3	3
GENEVA – –	1	7	1	1	2
	19	98	3	21	35
	Leagues.				
From GENEVA to					
Rolles – –	3½	20	1	5	5
Lauſanne – –	3	16	1	4	45
Maudon – –	2½	14	7	4	30
Payerne – –	2	13	6	2	55
Morat – –	2½	11	5	2	30
	13½	76	4	19	55

To

To	Posts.	Eng. Miles distant. M.	F.	Time in travelling. H.	M.
Berne — —	3	16	7	3	4
Soleure — —	3	21	0	6	0
Balſtel — —	2	12	4	5	30
Lichſtal — —	3	15	6	4	50
Baſle — —	2	10	2	3	50
	13	76	3	23	14

From Baſle to Schauffhauſen, and to Kempten.

From Baſle to	Leagues	Engl. Miles distant. M.	F.	Time in Travelling. H.	M.
Stein — —	0	17	6	5	30
Brugg — —	0	14	2	3	50
Baden — —	1	6	2	2	30
Zurich — —	0	14	3	4	10
Egliſaw — —	0	15	7	4	30
Schauffhauſen —	2	11	0	6	0
		79	4	25	30

From

From Schauffhauſen to Kempten.

	Poſts.	Engl. Miles diſtant.		Time in travelling.	
From Schauffhauſen		M.	F.	H.	M.
To Luganyan –	2	12	0	4	0
Stokach – –	2	11	7	4	30
Diſſendorf – –	1½	10	1	5	30
Altorf – –	2	14	3	4	50
Diernaſt – –	1	7	1	3	20
Weingarten – –	1	8	5	3	0
Bergatrent – –	1	6	4	4	10
Leitkirch – –	2	14	3	6	0
Kumerhoffen –	1½	12	2	4	10
Kempten – –	1	7	4	2	30
	15	104	6	42	0

From Kempten to Trent.

	Posts.	Eng. Miles distant.		Time in travelling.	
From Kempten to		M.	F.	H.	M.
Kempterwald –	1	7	7	1	30
Weisbach – –	1	9	1	2	30
Fuesen – –	1	12	7	3	40
Heiterwang – –	1	8	0	2	10
Lermes – –	1	7	7	2	0
Nazareth – –	1	10	2	3	0
Barwis – –	1	8	2	2	25
Disternbach – –	1	11	2	2	50
Inspruck – –	1	8	4	2	30
Schamberg – –	1	7	2	2	30
Steinack – –	1	8	1	2	0
Brenner – –	1	6	5	2	5
Sterringen – –	1	9	5	2	50
Mittwald – –	1	9	7	2	33
Brixen – –	1	7	7	2	30
Colman – –	1	11	1	2	20
Teutschen – –	1	6	3	2	15
Bantzen – –	1	7	6	2	50
Braudsol – –	1	8	0	2	0
Naimarck – –	1	7	2	1	30
St. Michel – –	1	11	7	2	15
TRENT – –	1	11	4	2	0
	22	197	2	53	13

From

From Trent to Venice.

	Posts.	Eng. Miles distant.		Time in Travelling.	
		M.	F.	H.	M.
From Trent to Roverido – –	1	14	7	3	0
Ala – – –	1	10	3	2	20
	2	25	2	5	20
From Ala to Peri – – –	1	11	0	1	44
Volerni – –	1	9	1	2	20
Verona – –	1	12	7	2	50
Caldiero – –	1	8	6	2	0
Montebello – –	1½	12	0	1	50
Vicenza – –	1	10	6	1	50
La Slefiga – –	1	10	7	1	40
PADUA – –	1	10	0	1	50
Al Dolo – –	1½	5	0	1	30
Fufina – } VENICE – }	1½	11	2	1	28
	15½	112	5	20	2

The following Route is very eligible for Travellers from London to Meſſina, by the Way of Hamburgh.

	Diſtance in Engl. Miles	Total diſtance.
London to Yarmouth		
Yarmouth by the packet to Cuxhaven on the Elbe, and from thence 80 miles by the river in a cutter to *Hamburgh* *		
Bergendorf – – –	8	0
Zollenſpicker – – –	6	14
Winſen – – – –	6	20
Luneburg – – – –	12	32
Ultzen – – – –	20	52
Hanckenſbattel – – –	12	64

The beſt accommodations are at the following hotels: The Konig von England, the Keyſer's Hoff, and the Swarbzen Adler. There is a table d'hôte at Sloman's, the Prince of Wales; and at Stuart's Britiſh Coffee-houſe: at both the laſt houſes the Engliſh newſpapers are taken in.

Gifhorn

	Distance in Engl. Miles.	Total distance.
Gifhorn – – – –	16	80
Brunſwic – – –	16	96
Wolfenbuttel – – –	4	100
Heidwigſburg – – –	6	106
Appelroda – – – –	8	114
Iſenburg – – – –	4	118
Wernigerada – – –	4	122
Elbingerada – – –	4	126
Haſelfeld – – – –	8	134
Stolberg – – – –	8	142
Kelbra – – – –	8	150
Sega – – – –	8	158
Weiſſenſee – – –	8	166
Erfurt – – – –	12	178
Arnſtat – – – –	8	186
Illemenau – – –	8	194
Frauenwald – – –	8	202
Eisfield – – – –	12	214
Coburg – – – –	12	226
Kaltenberg – – –	12	238
Radilsdorf – – –	4	242
Bamberg – – – –	8	250
Forcheim – – – –	16	266
Beyerſdorf – – –	4	270
Erlang – – – –	4	274
Tenneloh – – – –	4	278
Buch – – – –	4	282

	Distance in Engl Miles.	Total distance.
Nurenberg *	4	286
Kernburg	6	292
Thalmeſſing	18	110
Greding	6	116
Ingoldſtadt	12	128

* The route by Augſburg is as follows:

Nureoberg	8	Augſberg	4
Schwaback	20	Landſberg	24
Weiſſenberg	4	Rokeſſel	4
Pappenheim	4	Tenhauſen	4
Monſheim	4	Schonge	8
Donawarth	6	Ethal	16
Merdengen	6	Parlinkerch	6
Weſtendorf	8	Mettlewald	12
Langweit	4	Inſpruck.	
Obenhauſen	4		

From Nurenberg to Baſle.

Nuremburg to Cloſter Heilſbron	a poſt and a half.
Anſpach	a poſt and a quarter.
Feuchtwangen	a poſt and a half.
Dunkelſpiel	a poſt.
Ellwanger	do.
Aalen	a poſt and a half.
Yemund	do.
Schorndorf	do.
Conſtadt	do
Entzwengen	do.
Pforbzheim	do.
Durlac	do.
Ettlingen to Raſtadt	one poſt.

Pfaffenhoven

	Distance in Engl. Miles.	Total distance.
Pfaffenhoven	12	140
Munich	24	164
Wolfrathſhauſen	18	182
Lachenheim	10	192
Mittenwald	12	210
Frauenberg	8	218
Inſpruck	8	226
Maytray	8	234
Brennerberg	4	238
Sterzengen	8	246
Brixen	16	262
Clauſe	8	270
Colmarn	12	282
Batzen	8	290
Neumarck	12	302
Salom	4	306
St. Michel	4	310
Trent	8	318
Roveredo	12	330
Peri	12	342
Volarne	8	350
Caſtel Nuevo	8	358
Rovero	10	368
Mantua	12	380
St. Benedetto	10	390
Concordia	10	400
Mirandola	8	408
Buon Porto	15	423

	Distance in Eng. Miles.	Total distance.
Caſtle St. Giovanni – –	10	433
Bologna – – – –	10	443
Lojano – – – –	16	459
Pietra Mala – – –	8	467
Refreddo – – – –	8	475
Scarperia – – – –	7	482
Vaglio – – – –	9	491
Uccellatoio – – –	8	499
Florence – – – –	9	508
Caſciano – – – –	8	516
Tavernelle – – – –	8	524
Poggibonzi – – –	8	532
Sienna – – – –	8	540
Borgo – – – –	6	546
Lucignano – – – –	4	550
Buon Convento – – –	5	555
Torrinieri – – – –	6	561
La Scala – – – –	8	569
Radicofani – – –	8	577
Ponte Centino – – –	9	586
Aquapendente – – –	8	594
Bolſena – – – –	10	604
Monte Fiaſcone – –	9	613
Viterbo – – – –	8	621
Ronceglione – – –	10	631
Monte Roſſi – – –	8	639
Baccano – – – –	7	646

Prima

	Distance in Eng. Miles.	Total distance.
Prima Porta – – –	7	653
Rome – – – –	8	661
Torredemezzavia – –	6	667
Marino – – – –	6	673
Veletri – – – –	8	681
Ciſterno – – – –	6	687
Sermonetta – – –	8	695
Caſenuove – – –	8	703
Piperno – – – –	9	712
Terracena – – – –	10	722
Fondi – – – –	9	731
Mola – – – –	9	740
Carigliano – – –	9	749
St. Agatha – – –	10	759
Francoliſſe – – –	5	764
Capua Nova – – –	4	768
Averſa – – – –	6	774
Naples – – – –	5	779
Torre del Greco – –	6	785
Torre della Nunziata – –	10	795
Nocera de Pagani – –	6	801
Salerno – – – –	6	807
Taverna Pinta – – –	10	817
Evoli – – – –	8	825
Lo Scorſo – – –	10	835
Auletta – – – –	10	845
Sala – – – – –	10	855

Caſalnuova

	Distance in Eng. Mil's.	Total distance.
Caſalnuova – – –	9	864
Laganero – – – –	7	871
Lauria – – – –	12	883
Caſtelluccio – – –	9	892
Rotonda – – – –	6	898
Caſtro Villari – – –	10	908
Eſaro – – – –	6	914
Lafico – – – –	6	920
Pontoni – – – –	6	926
Coſenza – – – –	5	931
Belleto – – – –	10	941
Martorano – – –	5	946
St. Beagio – – –	6	952
Fondico della Sica – –	10	962
Montelione – – –	10	972
St. Pietro di Melito – –	6	978
Droſi – – – –	6	984
Paſſi di Solano – – –	5	989
Fuimara di Moro – –	6	995
Meſſina – – – –	12	1007
Total number of miles from HAMBURGH to MESSINA		1007

The calculation of diſtances in the above Route I ſhould imagine to be ſhort of the actual ſtages; and are, I apprehend, computed

puted miles only: if one-fourth more were added, I ſhould judge it nearer the truth. The following route is tolerably correct in regard to diſtances between NUREMBERG and NAPLES.

Nuremberg

	Posts.	Distance in Eng. Miles, and 8ths of ditto.		Time in travelling.	
				H.	M.
Nuremberg – –	0	0	0	0	0
Schwabatch – –	1	9	7	1	30
Roth – – –	1	7	3	1	46
Pleinfeld – –	1	12	2	4	3
Dietfurt – –	1	12	5	2	45
Monheim – –	1	8	5	1	29
Donawert – –	1	10	7	2	26
Meitingen – –	1½	13	2	2	23
Augsburg – –	1½	14	0	2	20
Schwabmuchen –	1½	15	4	3	2
Buckloch – –	1	11	1	2	26
Kaufbeyren –	1	15	5	3	2
Stalen – –	1	12	3	2	35
Fueſſen – –	1	13	4	3	20
Heiderwang – –	1	13	0	3	45
Lermes – –	1	8	1	2	15
Nazareith – –	1	10	7	3	5
Bayerwis – –	1	8	2	2	5
Diſtinbach – –	1	11	2	3	0
Inſpruck – –	1	10	2	1	57
Schoemberg – –	1	7	2	2	10
Steinach – –	1	8	1	1	48
Brenner – –	1	7	1	1	15
Sterzingen – –	1	9	5	2	40
Mittewald – –	1	0	2	1	48
Brixen – –	1	8	1	1	45
Colman – –	1	11	0	2	30
Teutſchen – –	1	6	3	1	40

REMARKS.

The poſt is extremely well regulated all through Germany, although the accommodation is but indifferent both in regard to proviſions and lodging, excepting in large towns. Travelling by poſt with your own carriage is the moſt comfortable way. A German poſt may be called twelve Engliſh miles; although a German mile is 8304 French toiſes, which makes it more than four Engliſh miles and a half: you pay about a florin a poſt for each horſe, except in the Emperor's dominions, where it is only three-quarters of a florin; the poſt-boy will expect thirty creutzers. The Germans keep their account in rix-dollars, florins, and creutzers. A rix-dollar is a florin and a half, and ſixty creutzers make a florin. The rix-dollar is 3s. 6d. Engliſh money, and the florin 2s. 4d.: the dollar is 4s. 8d. of which two goes to a ducat. A guinea is worth eleven florins; and a louis d'or nearly as much; but this varies according to the exchange.

	Posts.	Distance in Engl. Miles, and 8ths of ditto.		Time in tra- Time.	
				H.	M.
Bolzano – –	1	8	3	1	46
Brandfal – –	1	7	5	1	38
Naimarck – –	1	7	1	1	40
St. Michel – –	1	12	0	2	2
Trent – –	1	10	2	1	55
Roveredo – –	1	14	7	3	0
Ala – – –	1	10	3	2	20
Peri – – –	1	11	0	1	44
Volarni – –	1	9	1	2	20
Verona – –	1	12	7	2	50
Villa Franca –		10	4	} 3	55
Roverbella – –		7	2		
Mantua – –		6	3	1	35
Burgoforte – –	2				
Reggio – –	2				
Modena* – –	2				
Somoiga – –	1 1/2	12	4	2	10
Bolognia – –	1 1/2	10	6	2	0
Pianoro – –	1 1/2	10	2	1	55
Loiano – –	1 1/2	9	4	2	50
Feligara – –	1	7	4	1	30
Cubillario – –	1	5	6	1	25
Monte Careli	1	7	6	2	0
Alle Maſcherre }	0	4	0	1	10
Caffagiolo – }	1	3	0	0	40
Fontebuona – –	1	7	4	1	35

* There is another road from Modena to Florence, but the Bologneſe is generally preferred.

Florence

change*. A ducat is worth four florins and fourteen creutzers. In the Tirol you muſt naturally expect the roads to be very rugged and ſteep, and in ſome places dangerous: but the country is highly pictureſque, and well deſerving the traveller's attention. In Italy the roads are generally good, which makes poſting very agreeable. The Roman mile is about fifty toiſes ſhorter than the Engliſh mile. The Italians have ſequins, crowns, and paoli. The ſequin is worth nearly twenty paoli; and the Roman crown about ten. For two chaiſe-horſes you pay eight paoli per poſt, and for a ſaddle horſe three: an Italian poſt is ten miles. It is very difficult in many places to procure lodging, eſpecially a bed; it is therefore adviſeable for a traveller to have his own bedding, which can be eaſily ſecured in a ſmall canvaſs or leather bag: provided in this manner, you can readily put up at a con-

* The reader is requeſted to pay attention to the Appendix (Q) which relates to the value of money.

vent,

	Posts.	Distance in Eng. Miles, and 8ths of ditto.		Time in travelling.	
				H.	M.
Florence – –	1	8	2	1	30
St. Casliano –	1 1/2	9	7	2	28
Alle Tavernelle –	1	8	2	2	4
Poggibonzi – –	1	7	3	2	2
Castiglioncello –	1	6	4	1	18
Sienna – –	1	10	1	1	30
Montarone – –	1	8	6	1	55
Buonconvento –	1	7	3	1	20
Tornieri – –	1	5	5	1	2
La Scala – –	1	9	0	1	50
Ricorsi – –	1	4	4	1	35
Radicofani – –	1 1/2	5	6	1	20
Ponte Centino –	1	8	5	2	35
Aqua Pendente –	3/4	5	0	1	0
St. Lorenzo – –	3/4	6	1	2	0
Bolsena – –	1	4	7	1	20
Montefiascone –	1	8	3	1	43
Vaterbo – –	1	10	0	2	5
La Montagne de Veterbo –	1	5	1	1	20
Ronciglione – –	1	6	6	3	45
Monterosi – –	1	9	0	1	40
Baccano – –	1	6	4	1	4
La Storta – –	1	8	4	1	28
Rome – – –	1	9	0	1	30
Torre di Mezza Via	1	8	2	1	20
Marino – –	3/4	6	2	1	0
Faiola – –	3/4	4	6	1	0

Veletri

vent, or any ſmall inn on the road, where the beds are generally execrable. A little clean ſtraw is always to be had. It is proper to provide yourſelf at large towns with as much victuals and wine as will ſerve you to the next good ſtage; by this means you will be well taken care of, which would not otherwiſe be the caſe. A traveller ſhould avoid, in the different ſtates of Germany and Italy, having in his poſſeſſion more money of any ſtate than what is ſufficient for his expences in it: for what is current in one, may not be ſo in another. Poſtillions, barriers, and the paſſage of rivers, are paid by the traveller, beſide his expence of poſting.

	Posts.	Distance in Eng. Miles, and 8ths of ditto.		Time in travelling.	
		M.	F.	H.	M.
Veletri – –	1	5	2	1	10
Ciſterna – –	1	9	6	1	30
Sermoneta –	1	5	6	0	50
Le Caſenouve –	1	8	6	1	40
Piperno – –	1	5	0	1	18
Marciti – –	1	7	0	1	45
Terracina –	1	7	3	1	30
Fondi – –	1½	11	6	2	10
Itri – –	1	7	4	1	18
Mola di Gaeta –	1	4	4	0	0
Garigliano –	1	8	1	1	15
St. Agata – –	1	9	2	1	25
Francoliſi – –	1	9	7	1	25
Capua – –	1	8	6	1	25
Averſa – –	1	12	5	2	0
Naples – –	1	11	4	1	25

REMARKS.

REMARKS.

The diſtance from Rome to Civita-Vechia, where travellers may embark for Naples or Meſſina, is forty-four miles: but ſhould the Port of Leghorn be preferred, the route from Florence is as follows:

From Florence to La Laſtra	1 Poſt.
L'Ambrogiana –	1 do.
La Scala – – –	1 do.
Caſtel del Boſco –	1 do.
La Fornacetti – –	1 do.
Piſa – – –	1 do.
Leghorn – – –	14 Miles.

There is another road by Peſtoia and Lucca, which is not ſo near, though pleaſanter.

A Route

A Route through Germany, Swiſſerland, Savoy, and Piedmont, to Turin, Genoa, and Leghorn.

	Poſts.	Engl. Miles	Time. H. M.
From Hamburgh to			
Harburg – –		4	
Zarendorf – –		16	
Wibzendorf –		16	
Zell – – –		16	
Engſen – –		10	
Hanover (*a*) –		10	
Bautel – –		10	
Limmer – –		10	
Eimbeck – –		8	
Northeim – –		8	
Norden – –		4	
Haſſe – –		4	
Fahrloſen – –		4	
Munden – –		4	
Caſſel (*b*) – –		8	
Werckel – –		12	
Fritzlaar – –		3	
Jeſberg – –		8	
Halfdorf – –		8	

(*a*) The Imperial Crown.
(*b*) At the City of Stockholm.

	Posts.	Engl. Miles.	Time. H.	M.
Margburg – –		8		
Gieſſen (*a*) –		12		
Butzbach – –		8		
Friedberg (*b*) –		4		
Franckfort (*c*) –		12		
Heſſe Darſtadt (*d*)	1 1/2		3	45
Heppenheim –	1 3/4		4	20
Heidelberg (*e*) –	1 3/4		3	10
Manheim – –	1 1/2		2	0
Shwetzingen –	3/4	10	1	30
Waghouſel –	1	12	1	50
Craben – –	1	12	1	30
Cdrlſruhe (*f*) –	1 1/4	14	2	5
Raſtadt (*g*) –	1 1/2			
Biel – –	1			
Appenweyer –	1 1/4			
Offenburg – –	1/2			
Freiſenheim –	3/4			
Kenſingen – –	1 1/2			
Emmedingen (*h*) –	3/4			

(*a*) At the Wildman.
(*b*) Swan.
(*c*) The Roman Emperor.
(*d*) Good Inn at the Poſt Houſe.
(*e*) At the Bull, a middling Inn.
(*f*) At the Poſt, a good Inn.
(*g*) Do
(*h*) Do.

The

The roads are in general extremely good, and the country fruitful; the accommodation is excellent, and the inhabitants obliging.

	Posts.	Engl. Miles.	Time.
			H. M.
Friburg – –	$\frac{3}{4}$		
Krobzingen –	$\frac{3}{4}$		
Mulheim – –	$\frac{3}{4}$		
Kalteherberg –	1		1 35
Baſle (*a*) – –	1		2 25
	Lieus.		
Lichſtal – –	2	10 2	3 50
Balſtel – –	3	15 6	4 50
Soleure (*b*) –	2	12 4	5 30
Berne (*c*) – –	3	21 0	6 0
Morat – –	3	16 7	3 4
Payerne – –	$2\frac{1}{2}$	11 5	2 30
Moudon (*d*) –	2	13 6	2 55
Laufanne (*e*) –	$2\frac{1}{2}$	14 7	4 40
Rolles – –	3	16 1	4 45
Geneva (*f*) – –	$3\frac{1}{2}$	20 1	5 5
Frangy – –	$2\frac{1}{2}$	15 0	5 0
Remilly – –	2	14 0	4 0
Aix le Bains –	$1\frac{1}{2}$	11 0	3 0
Chambery – –	$1\frac{1}{2}$	$6\frac{1}{2}$ 0	1 55
Montmelian –	$1\frac{1}{2}$	9 0	2 30

(*a*) At the Three Kings.
(*b*) La Tour Rouge.
(*c*) At the Falcon, or Crown.
(*d*) A la tete noir.
(*e*) Golden Lion.
(*f*) Aux Balances, a very good Inn.

In

In this country the inns and roads are equally good. You find the people happy; none in rags, or a houſe in decay.

	Posts.	Eng. Miles.	Time. H.	M.
Mal Teverne }	1			
Aiquebelle (*a*) }	1	14½	4	0
Erpierre – –	1	7	1	50
La Chamber (*b*) –	1	7¼	2	0
St. Jean de Maurienne (*c*) }	1	7½	2	0
St. Michel – –	1½	8	2	10
St. Andre – –	1½	8	2	50
Modani – –	1	3½	1	10
Villarodin – –	1	2½	1	0
Brament – –	1	3½	1	15
Lannebourg –	1½	8	2	30
Mont Cenis { Aux petites tavernes }	1	6½		
Mont Cenis { L'Hopital La grande Croix (*d*) }	1	6		
La Novaleze –	1	6		
Suze – –	1	5½	2	0
La Zaconiere – }	1½	9½		
S. Ambroise – }	1	6¾	4	30
Rivoli – –	1¼	8½		
Turin (*e*) – –	1¼	8	4	30

(*a*) A good Inn at the Poft

(*b*) May procure lodging here.

(*c*) At the St. George.

(*d*) Refreſhments are procured here.

(*e*) At the Royal Hotel, or the Hotel d'Angleterre.

Trufarello

	Posts.	Eng. Miles.	Time. H. M.
Trufarello —		6	
Poverino — —		6	
St. Michele —		6	
Aſti — —		6	
Felizzano — —		8	
Alexandria —		8	
Paſtorano — —		10	
Ottagio — —		10	
Borgo — —		10	
Genoa — —		7	
Recco — —		9	
Rapello — —		6	
Chiavari — —		5	
Seſtri — —		7	
Bracco — —		5	
Materano — —		5	
Borghetto — —		6	
Sarzana — —		10	
Lavenza — —		5	
Maſſa di Carrara —		5	
Pietra Santa —		5	
Viareggio — —		5	
Toretto — —		5	
Piſa — —		5	
Leghorn — —		14	

The above route is, in times of tranquillity, by much the moſt agreeable, eſpecially if a traveller can ſtay to enjoy the beauties of

of the countries through which he paſſes, or a traveller might, from Baſle or Berne, proceed to Lucerne, Altorf, Ortera, Airola, Glornigo, Bellinzona, and Como, to Milan; and by the way of Parma and Modena to Florence.

Route

Route from Hamburgh to Rome, by Vienna, Trieſte, and Ancona.

From Hamburgh to Nuremberg as before ſtated.

	English Miles.
Nuremberg	
Feicht – – –	4
Ferrieden – – –	6
Paſpau – – –	6
Neumarckt – – –	4
Teiningen – – –	4
Parſberg – – –	8
Beribzhauſen – – –	8
Etterſhauſen – – –	4
Ratiſbon – – –	4
From hence by water to Vienna, you paſs the following places :	
Paſſau	
Lintz *	
Ens	
Welck	
Vienna	

* It is nearer to avoid Vienna, and proceed from Lintz to Trieſte, by Gurck and Clagenfurt.

Or

	English Miles.
Or elſe by land from Ratiſbon to	
Schreckenhoven – –	8
Pfeter – – – –	4
Straubingen – – –	12
Deckendorf – – –	16
Hofkirchen – – –	12
Vilſhoven – –	4
Sambach – – –	4
Paſſau – – –	16
Wichenſtein – – –	6
Ottenſheim – – –	20
Lintz – – –	6
Mathauſen – – –	12
Grein – – – –	18
Ips – – – –	14
Molick – – –	12
Krems – – –	16
Hollenburg – – –	8
Stockerau – – –	16
Korn Neuburg – – –	6
Vienna – – –	8
	Poſt Stages.
Traeſkirchen – – –	1
Neuſtadt – – –	1
Neukirchen – – –	1
Schottwin – – –	1
Mehrzuſchlag – – –	1
Kriegla – – –	1

Pruck

	Poſt Stages.
Pruck — — —	1
Rolelſtab — — —	1
Pechau — — —	1
Gratz — — —	1
Muhregg — — —	2
Erenauen — — —	1
Mahrburg — — —	1
Freyſtrizt — — —	1
Ganomitz — — —	1
Cilly — — — —	1
Prantz — — —	1
Popetſch — — —	2
Laubach * — — —	2

From the City of Laubach to Ober Laubach is five leagues Engliſh: Ober Laubach to Trieſte about ten leagues †. From Trieſte a traveller may embark for Venice or Ancona; with both places a conſtant communication by ſea is kept up. To Venice there is a regular packet-boat; the diſtance ninety Italian miles. By land there are convenient chaiſes to be had between Trieſte and Venice, diſtant about 140 miles.

* From Laubach to Venice, is twelve poſts by Palma Nova.

† The Route as follows:

Ober Laubach to Loſchetzſch	One Poſt.
Adlerſberg - -	Do.
Prewald - -	Do.
Cornial - -	Do.
Trieſte - -	Do.

Ancona

	Posts.	Eng. Miles distant.	Time in Travelling. H.	M.
Ancona to				
Camerano – –	1	9½	1	45
Loretto – –	1	8	1	35
Burcheto – –	1	10½	2	30
Marcerata – –	1	6¼	1	0
Tolentino – –	1½	11	2	0
Valcimara – –	1	8	1	35
Ponto de la Trava –	1	7½	1	30
Serravalle – –	1	7	1	15
La Cafe Nuova –	1	9½	2	10
Foligno – –	1	9	1	50
La Vene – –	1	9	1	30
Spolito – –	1	7½	1	0
Strettura – –	1	9¼	2	10
Terni – – –	1	8	1	30
Narni – –	1	8¼	1	30
Otricoli – –	1	8¼	2	0
Borghetto – –	¾	6¼	1	0
Civita Caſtellana –	¾	6	0	50
Rignano – –	1	7½	1	50
Caſtel Nuovo –	1	6	1	15
Malborghetto –	¾	5	1	0
Prima Porta –	¾	4½	0	40
Rome – – –	1	6	1	0
Total –	22½	177¾	34	25

There is accommodation every ſtage that is marked by Italic.

Journey

Journey from Naples to Ottranto, paſſing through Barletta, Bari, and Lecce.

Naples			
Marianella	–	–	poſt and half.
Cardinaro	–	–	poſt and half.
Avellino	–	–	poſt and half.
Dente Cane	–	–	poſt and half.
Grotto Miranda		–	poſt.
Ariano	–	–	poſt.
Savignano	–	–	poſt.
Ponte Bovino	–	–	poſt and half.
Ardona	–	–	poſt and half.
Cerigniola	–	–	poſt and half.
St. Caſſano	–	–	poſt.
Barletta	–	–	poſt.
Biſeglie	–	–	poſt.
Giovenazzo	–	-	poſt.
Bari -	–	–	poſt and half.
Mola di Bari	–	–	poſt and half.
St. Vito	–	–	poſt.
Monopoli	–	–	poſt.
Faſciano	–	-	poſt.
Oſtumi	–	–	poſt and half.
St. Vito della Macchia		–	poſt.
Maſagne	–	–	poſt.

St. Pietro della Macchia	poſt and half.
Lecce – – –	poſt.
St. Pietro in Galatina –	poſt and half.
Ottranto – –	poſt and half.

From Lecce to Ottranto the poſts are not regulated; but you may find horſes all the way.

Journey from Geneva to Milan, by the Mountain of Semplon.

Geneva	
Menon – –	poſt.
Evian – –	poſt.
Margia – –	poſt.
Lauſanne – –	poſt.
Vivé – – –	poſt.
Eghel – – –	poſt.
St. Maurizio – –	poſt and half.
Martiniz – –	poſt.
St. Pietro – –	poſt and half.
Sion – – –	poſt.
Ciera – – –	poſt.
Tortomagna – –	poſt.

Veſpia

Veſpia	–	–	poſt.
Briga –	–	–	poſt.

You muſt now diſmount from your chaiſe, and hire mules to carry the chaiſe and baggage to Duveder, paying at the rate of poſt, with drink-money to the poſtillion, until you come to that place. Having paſſed Semplon, which is three poſts, you enter Italy, and commence your firſt poſt at

Duveder			
Dumodoſſola	–	–	poſt.
Lago	–	–	poſts two.
Seſto –	–	–	poſts $3\frac{1}{2}$
Caſtelanza	–	–	poſts two.
Milan –	–	–	poſts two.

Route from Vienna to Conſtantinople.

Vienna			
Fiſſamet	–	–	poſts two.
Tieſſaltemburg	–	–	do.
Tarendorff	–	–	poſt and half.
Wiſelburg	–	–	do.
Hochſtraſen	–	–	do.

Raab	–	–	poſt.
Geny	–	–	do.
Gomora	–	–	poſts two.
Neſmülk	–	–	poſt.
Neudorf	–	–	do.
Dorack	–	–	do.
Wereſwar	–	–	poſt and half.
Buda	–	–	do.
Amſabé	–	–	do.
Ertzin	–	–	poſt.
Adon	–	–	do.
Pontelli	–	–	do.
Fuldwa	–	–	poſt and half.
Pax	–	–	poſts two.
Tolna	–	–	do.
Sechzar	–	–	poſt.
Bataſſech	–	–	poſt and half.
Suttſui	–	–	poſt.
Mohacz	–	–	do.
Iſſüs	–	–	poſts two.
Kolluth	–	–	poſt.
Samber	–	–	poſts two.
Labſcora	–	–	poſt and half.
Carabuhcora	–	–	do.
Gloſens	–	–	poſts two.
Patſch	–	–	do.
Peterwaradin	–	–	do.

Beſchie	–	–	poſts two.
Benochie	–	–	do.
Belgrade	–	–	do.

From Belgrade to Hiſſargik it is ſix leagues through a large plain. At Hiſſargik you muſt hire Janiſſaries to conduct you through this country, as far as Haſſan, being infeſted with robbers.

Collar	–	–	ſix leagues.
Haſſan Baſcia		–	ſix leagues.
Jagodna	–	–	twelve leagues.
Rama	–	–	ſix leagues.

Here you paſs through a dangerous country.

Niſſa	–	–	twelve leagues.

Here you paſs through a very dangerous country, being all woods, and infeſted with robbers.

Schiarchioi	–	–	twelve leagues.

Here you have fine plains, and the reſt woods.

Sophia	–	–	twelve leagues.

Here you have plains inhabited chiefly by Greeks.

Jutiman	– –	twelve leagues.
Tartarpoſſagik	–	twelve leagues.

Here you paſs through Iſſargik and Senichoi. With theſe horſes you paſs through the iron gate, by the Turks called Kapider Vent.

Philebe, or Philippoli		twelve leagues.
Ebepce	– –	twelve leagues.
Adrianopoli	– –	ten leagues.
Apſa	– – –	ſix leagues.
Baba	– – –	ſix leagues.
Birgas	– –	ſix leagues.
Ciorlu	– –	ten leagues.
Ciliurea	– –	ten leagues.
Conſtantinople	–	twelve leagues.

Route from Conſtantinople by Land to Hilla, and from thence by Water to Buſſora.

CONSTANTINOPLE croſs the Boſphorus to Scutari. The paſſage here is very narrow which ſeparates Europe from Aſia.

	Computed Miles.	Hours.
Jebiſa - - -	30	10
Iſmit* - - -	30	10
Sabanga - - -	18	6
Hindak - - -	36	12
Duſchea - -	24	8
Boli - - -	30	10
Jeredare . - -	30	10
Bainder - - -	21	7
Serkees - - -	18	6
Corregelar - - -	12	4
Cara Churin - -	12	4
Cogiſate - - -	21	7
Toſia - - -	27	9
Hadjee Hamza - -	27	9
Aſmanjike - -	24	8
Marſiwan - -	42	14
	432	134

* This place is diſtant from Conſtantinople by ſea about ſixty miles.

	Computed Miles.	Hours.
	402	134
Amaſia - - -	27	9
Aſſin - - -	42	14
Tokat - - -	21	7
Karkoon - -	33	11
Sivas - - -	33	11
Delectetas - -	30	10
Hadjee Khan - -	27	9
Haſſan Chillibee - -	21	7
A village - -	30	10
Cherin - - -	6	2
Medan - - -	80	10
Karpoot - - -	30	10
Village in Quenk - -	12	4
Medan - - -	30	10
Argena - - -	18	6
DIARBEKIR - -	42	14
Mardin - -	54	18
Arin - - -	6	2
Niſibin - -	30	10
Arab encampment - -	30	10
JESSEERA - - -	27	9
A river - - -	21	7
Aſſee - -	9	3
Terſtoff - - -	30	10
MOSUL - - -	15	5
	1056	352

	Computed Miles.	Hours.
	1056	352
Karakooſh - -	18	6
Hafir river - -	6	2
Killick and Zarp river -	6	2
Ankava - -	21	7
Evril - - -	3	1
Alton Kuffrie - -	30	10
Kircook - -	24	8
Tepellee - -	18	6
Taook - -	9	3
Touſcourmartee - -	21	7
Kuffree - -	24	8
Karatapa - -	21	7
Narin river - -	15	5
Kuſcadawrie Hills - -	9	3
Delyabbas - -	6	2
Yankyga - -	42	14
BAGDAD, on the Tygris* -	21	7
Azad - - -	13	4 20
Beranoſs - -	6	2
Scandera - -	7	2 20
Mahavil - - -	12	4
Hilla on the Euphrates -	12	4
Total to Hilla	1400	466 40

* From Bagdad to Hilla the road lies acroſs Meſopotamia, or that narrow part of it which divides the rivers Tygris and Euphrates.

Hilla

	Computed Miles.	
Hilla to Khuſcuſea -	38	By the river Euphrates.
Dewanee -	30	
Lemloon -	27	
Sebay -	30	
Semeva -	30	
Arja - -	95	
Corna - -	100	
Buſſora - -	65	
From Hilla to Buſſora by the courſe of the Euphrates -	415	
Diſtance from Conſtantinople to Moſul - -	1056	
From Moſul to Bagdad	294	
From Conſtantinople to Bagdad -	1350	
From Bagdad to Hilla -	50	
From Hilla to Buſſora by water - -	415	
Total diſtance from Conſtantinople to Buſſora	1815	

Route

Route from Alexandretta or Scandaroon to Aleppo, and from thence acrofs the Great Defart to Buffora, according to Major Taylor's Itinerary, in 1789-90.

	H.	M.	M.	F.
Alexandretta to Beilan	3	30	10	2
ANTIOCH	9	0	22	4
Salkind	8	0	20	0
Mark Maffeereen	7	30	20	2
ALEPPO	11	0	27	4
To without the fouth-eaft gale	1	0	2	0
Shake Abdulla	9	0	22	4
Zebelle	11	30	30	2
Zergah	6	30	17	6
On the Defert	3	0	7	6
Zergah	7	30	20	2
Tiny at Tyre	12	0	30	0
Ayn ul Coam	9	0	22	4
Lachadamie	9	0	22	4
Alhadrat ul muy, or Lachadier	8	33	22	6
Jub ul Ghunnam	11	30	30	2
On the Defart	8	0	20	0
Manie	9	0	22	4
Gour Alaflaf	10	20	27	4
	154	53	399	0

Shack-

	H.	M.	M.	F.
	154	53	399	0
Shackabujamus –	9	0	22	4
Auglut ul Horraun –	10	0	25	0
Ravin on the Defart –	7	0	17	4
Cubeffa – –	2	30	7	6
Mahammadie – –	6	30	17	6
Bredaun – –	7	50	22	5
Defart – – –	2	25	7	6
Shittat – –	6	55	20	1
Auckally – –	1	25	6	4
Shittat – –	5	30	15	2
Ulackader – –	4	30	12	6
Defart – – –	4	30	12	6
Defart – – –	3	0	7	4
Meſhed Ally – }				
Wader a Hami – }	7	30	20	2
Ana Seyd – }				
Alataly – }	10	10	25	2
Eyn ul Gyan – –	3	15	8	0
Defart – – –	6	30	17	6
Bellmarice – –	10	0	25	0
Plains of Semavat }				
Town of do. – }	9	40	26	3
Um al hunta – –	6	0	15	0
Tahir – – –	3	30	10	2
Eben Ally – –	4	0	10	0
Shicarah – –	2	40	8	7
Shoogal Shugh –	11	0	27	4
	300	13	788	0

Dachaly

	H.	M.	M.	F.
	300	13	788	0
Dachaly – – –	4	30	12	6
Leghatta – –	9	0	22	4
Quebda – –	13	0	32	4
Zebeer – – –	14	50	40	1
Bussora – –	3	0	7	4
Total	344	33	903	3

The above calculation of diſtance is founded on an experiment which I repeatedly tried, and by which I diſcovered nearly the rate which a camel that is not overloaded will be able to travel in one hour. I found that in general a loaded camel makes forty movements in a minute, and that each of thoſe ſteps were on the average five feet ſix inches, making the diſtance two miles and a half per hour. In all ſituations where camels are uſed, I ſhould recommend a due attention to this mode of aſcertaining the diſtance, and which will be tolerably correct, and at the ſame time eaſy, ſimple, and expeditious.

Major

Major Rennell, who has taken great pains to aſcertain the rate of travelling as performed by camels, in a Treatiſe, read before the Royal Society, the 17th March, 1791, ſtates it at ſomething under two miles and a half per hour: the dromedary, the Major ſays, can travel ſingly about fifty miles a day, which is much more than a camel is able to perform.

APPENDIX (O) Page 132.

As the term "Little Deſart" is not generally underſtood, it is neceſſary to mention ſome particulars of the route by that medium, as well as that by Vienna and Conſtantinople, through Aſia Minor, and by Meſopotamia to Buſſora.

What is meant by the Little Deſart, denotes, that the traveller, in place of performing the journey entirely by land from Aleppo to Buſſora, which is called the Great Deſart, cuts off a part of this Deſart by embarking in boats on the rivers Tygris or Euphrates, and by this means the fatigue of the journey is conſiderably leſſened.

There

There are two routes by which the ſame thing can be accompliſhed; and the only difference which it makes is the place of embarkation, whether higher up or lower down, on the before-mentioned rivers.

1ſt Route.—From Aleppo by Birorſa and Diarbekir. At the laſt place you embark on the Tygris, and paſs Moſul and Bagdad on your way to Buſſora. The diſtance by land from Aleppo to Diarbekir is 180 computed miles, and by the river from that place 660 more.

2d Route.—From Aleppo to Anna or Hilla on the Euphrates, where you may embark on that river for Buſſora, or otherwiſe croſs Meſopotamia on your way to Bagdad, there to embark on the Tygris in a boat for the ſame place; the diſtance from Hilla to Bagdad is fifty miles. The diſtance by land from Aleppo to Bagdad is 390 computed miles, and Buſſora is diſtant from Hilla by the Euphrates 415 miles; but from Bagdad by the Tygris only 260.

3d Route.—By the way of Vienna, Conſtantinople, Aſia Minor, and Meſopotamia to Buſſora.

This route has been very ſtrongly recommended by a late traveller, Doctor Howel, in

in the following words: "This route I ſhould recommend, provided the traveller can bear fatigue, will content himſelf with ſuch baggage only as is eſſentially requiſite, and ſubmit, for a ſhort time, to the Turkiſh cuſtoms and manner of living." This, I muſt confeſs, would not be agreeable to an unpractiſed perſon; and, I ſhould imagine, would not be attempted without very powerful inducements. The advantages of this route are numerous; the traveller, at a ſmall expence, is provided with proviſions, and ſuffers no delay in waiting till a caravan can be formed, or eſcorts collected: if he travels unencumbered with any other baggage beſides his mere neceſſaries, he avoids being detained on the road by cuſtom-houſe officers, and offers no temptation to robbers, who, in this country, are ſeldom guilty of violence for a ſmall booty.

The face of the country from Buſſora to Conſtantinople is greatly diverſified, and preſents the curious traveller with a variety of productions, cuſtoms, climates, and romantic proſpects, which, by engaging the mind, beguile the length of the journey; it alſo abounds in the neceſſaries of life, and in

that

that eſſential article water, the want of which has been ſometimes ſo painfully experienced by the caravans of the deſart."

But as the object of the preſent work has been principally to explore the route from Great Britain to India, by the Great Deſart, it may not be unacceptable to inſert ſome directions for thoſe gentlemen who return from the Eaſt to this country, ſelected and arranged from the publications and authorities of thoſe who have already performed the journies, and ſuch as may be relied on in every reſpect. Elucidations of this nature are both pleaſing and uſeful.

FIRST ROUTE.

Inſtructions for paſſing over the Little Deſart from Buſſora by the Tygris, and by the way of Bagdad, Moſul, Orfa, and Aleppo.

THE traveller being arrived at Buſſora, he will have it in his power to proceed on his journey either œconomically or expenſively, as he pleaſes, for the expences of travelling are very much in the power of the traveller: however, there are ſome things which Europeans are obliged to provide when they paſs from one large town to another, for every one muſt carry their kitchen utenſils, and they will find a tent highly neceſſary.—As to dreſs, a turban and an outſide coat will be ſufficient, for it will be proper to conform a little to the cuſtom of the country; ſince the hat will, in ſome degree, expoſe you to inſult from children, for with grown perſons a European of any conſideration, provided with paſſes from the Paſhaw, is every where in this route much reſpected. It will be proper to be provided before you leave

leave India, with a fuſee, a pair of piſtols, and a ſword. Theſe will be neceſſary for your defence againſt robbers, if you ſhould meet with any ſuch, for theſe people have a very high opinion of the courage of the Europeans: and I am firmly perſuaded, that the frequency of robberies is entirely owing to the traveller's want of reſolution. Dangers have always been greatly exaggerated by the merchants of whom you enquire, and your Chriſtian ſervants are in general very arrant cowards. It may not be amiſs to provide yourſelf with a box of medicines, for if you ſhould have no occaſion for them yourſelf, you will have frequent opportunities of doing charitable actions, ſince they have every where a high opinion of the ſkill of the Europeans in phyſic. However, it is adviſeable to travel with as little luggage as poſſible; for then you will be at leſs trouble and expence, and make greater expedition.

At Buſſora, you will find a ſervant who can ſpeak the Turkiſh and Arabic languages, and alſo the country Portugueſe, and Linqua Franca of the Mediterranean; this will prove a great acquiſition, and you may hire him for the journey for ſixty rupees.

The proper ſeaſon for undertaking this journey from Buſſora, is from the beginning of January to the end of that month; becauſe then the ſtreams of the rivers Tygris and Euphrates are not ſo rapid, for the ſwelling of theſe rivers depends more on the melting of the ſnow than the rain. The traveller having the ſpring before him, will be alſo exempt from the exceſſive heat of the weather; and if it is thought dangerous to travel alone, he will then meet with caravans with which he may join company. At this ſeaſon too, it is moſt likely there will be veſſels at the ports of Scandaroon or Latachea, bound direct for England: the paſſage through the Mediterranean will be pleaſant, and the time of performing quarantine will be ſhort, as in all probability at this ſeaſon of the year, you will have clean palents when you ſail from the Levant.

At Buſſora the traveller may hire a boat, which will perform the voyage to Bagdad in fifteen days. The boats ſtop every night, and the paſſengers ſleep on ſhore. What is remarkable, the boatmen will not leave off this cuſtom, though they have never ſo fair a wind. This boat is covered over to defend

you

you from the weather, and the after-part is made uſe of as a kitchen. It will be the beſt way to lay in all ſorts of proviſions for the voyage, except fowls and kids, which you may meet with as you paſs along: when there is a fair wind, they make uſe of their ſails; but their general method of proceeding forward is by tracking, which is extremely tedious.

On the arrival of the traveller at Bagdad, he will have it in his option to proceed either by a caravan or on horſeback to Aleppo.—If he chooſes the former mode, the common method of travelling is on the back of a camel, but the motion of this animal is very fatiguing: however, it is ſomewhat more commodious in a mohaffa, of which there are two, one on each ſide of the animal. In one of them you are ſheltered from the weather, and if you have a companion in the other, beſides the advantage of being balanced, you may have the pleaſure of his converſation, provided you underſtand each other; But if you have no companion or ſervant, you muſt in that caſe counterpoiſe yourſelf with your baggage.

If the traveller can bear the fatigue of the manſel or riding poſt, he will reach Aleppo much ſooner: but at all events, he may hire horſes at Bagdad, and ſo accompany the caravan. The privilege of travelling by poſt, may be obtained by the Engliſh Reſident at Buſſora from the Pacha of Bagdad. The manſel is an order ſigned by the Grand Seignor, lodged in the hands of the different Pachas, authorizing them to indulge a traveller with the uſe of the horſes kept for the purpoſe of conveying government diſpatches without expence: this mode is therefore both cheap and expeditious.

Previouſly to the embarkation of the traveller on the Tygris, he muſt take care to lay in a ſtock of ſuch articles as he may not be able to obtain at the villages on the banks of that river. He will alſo not neglect a paſs from the Pacha of Bagdad, and proper recommendations from the Reſident at Buſſora. The firſt place of conſequence at which you arrive is Corna, ſituated on the confluence of the Euphrates and Tygris, about forty miles above Buſſora: the tide flows up to this place, and which abounds with proviſions of all ſorts. There is a tolerable garriſon

garriſon maintained here, and ſeveral armed gallies to protect the trade on the river: the town is defended by three caſtles, one placed on the projecting point, another on the ſide of Chaldía, and the third on that of Arabia. With the tide in your favour, and a favourable wind, you will reach this place in twelve or fourteen hours.

The other places are as follows:

Gazar.

Mazar.

Manſury, a large town.

Satarat, with a fort conſtructed of burnt bricks.

Amarat, with a fort of the ſame kind.

Bagdad, the reſidence of the Pacha.

The traveller in this route will not fail to remark the ruins of ancient Cteſiphon. The ruins are now called Tauk Keſſera, within a little diſtance of Bagdad, three miles in circumference, and the remaining wall evinces ſtriking remains of its former grandeur. The bricks have been burnt in the fire, and of the immenſe ſize of ten feet ſquare and three feet thick: the breadth of the wall would allow of ſix coaches driving abreaſt. When we compare this with modern erec-

tions, we are loſt in wonder and amazement: the ſtupendous works of former ages, we are unable to account for, or by what means, and for what purpoſes they were accompliſhed.

From Bagdad you may get to Thourkat or Karkut in eight days, and from thence to Mouſul in four. If you are nice in regard to proviſions, you had beſt provide yourſelf with eatables at Bagdad, for the bread and rice which you will meet with on the road, may not poſſibly be ſo white as you would deſire. However, the beſt bread is to be had at Buſſora; and as for butter, you will meet with none after you leave that place till you come to Aleppo. As you travel along, you will meet with villages on the road to lodge in, from ſtage to ſtage: but for the apartments, they will be of little uſe, except to defend you from the weather, for there is no furniture; as for other conveniences, you are not to expect them. However, you may travel all along this road without the leaſt interruption or incivility. At Karkuth, which is a ſtrong city, it is uſual to reſt a day or two and repleniſh your panniers; that is, you may lay in proviſions for four days

at

at leaſt, which is the time you will ſpend in going to Moſul, as mentioned above: wine you muſt take care to ſupply yourſelf with at Buſſora, and that for a month or more. At Bagdad, you may probably repleniſh your ſtore as well as at Karkut, and at Moſul you muſt purchaſe proviſions of all kinds for ſix days; as alſo at Cajeniſar or Mardin for a ſupply to Orfa, that is for ſix or eight days; and afterwards at Orfa to laſt you to Aleppo, which is five days more: among the Chriſtians, you will meet with wine or brandy.

The place where you are moſt likely to be detained is Moſul, becauſe you muſt either wait for a caravan, or hire a convoy, which laſt you may do at four rupees a man. If you will liſten to them, they will tell you that it will be unſafe to travel without twenty or thirty of theſe people for a guard; but I am perſuaded, there is no ſuch danger of robbers as they pretend. However, there are caravans which ſet out from this place once in every ten or fourteen days, unleſs in the depth of winter, and they take a convoy; the money to pay, which is levied by the caravan Baſhi, upon all the people of the

the caravan, generally in proportion to the goods which each perſon carries with him, but ſometimes according to the number of beaſts, and your ſhare will conſequently be a trifle. But it muſt be remembered, that in theſe parts of the world they look upon all Europeans to be extremely rich, and every one will be ready to impoſe upon you if you will let them.

The uſual time of travelling from Moſul to Madan or Mardin, is eight days; and from Mardin to Orfa ſeven days. The firſt ſix days of the journey is over a deſart almoſt without inhabitants, and therefore your fare will be good or bad, according to the quality of the proviſions you brought with you. Three days after you leave the Tygris the water begins to be brackiſh, therefore it behoves you to take care to ſupply yourſelf with that which is good in time. Servants are often careleſs, and either drink or ſpill the good water, and fill the leather bottles with the bad, which occaſions to Europeans violent fluxes; and yet thoſe who are uſed to ſuch water, as the people of the caravan generally are, can drink it without any bad effect. Good careful honeſt ſervants

contribute

contribute greatly to the pleaſure of the journey; whereas, thoſe who are careleſs or diſhoneſt, may occaſion great inconveniences. The caravan makes a halt at Niſibin, the next town to Moſul, where it is viſited by the cuſtom-houſe officers: but a gentleman that only travels with his baggage is under no neceſſity of ſtopping on that account, for he may proceed directly to Cajeniſar or Cojaſar, which is a day's journey and an half farther. Mardin is a large town, about four or five miles out of the road, but it is worth ſeeing; and what is a greater inducement, there is good wine to be had there to ſerve you on the road to Orfa; and there likewiſe, you will meet with people to make up a ſufficient caravan for your protection.

The mentioning Cojaſar, brings to mind the Carach, a ſort of capitation tax, impoſed by the Grand Seignior on all his Chriſtian and Jewiſh ſubjects, of five cruize and two thirds per head. This is collected by a ſet of very impertinent people, who, in hopes of ſqueezing ſomewhat out of the Europeans, often moleſt them, though they have not the leaſt ſhadow of right to do ſo: but as this

this is a little town, there is no appeal to any ſuperior officers, either on account of this tax or the cuſtoms. Thoſe ſort of moleſtations can hardly be avoided in ſmall places; but when you come to a town of any note, you will meet with nothing but civility and hoſpitality: therefore, in the leſſer towns, the beſt way will be to aſſume a little conſequence, which will command reſpect.—From Mardin to Orfa, the road is ſometimes infeſted with robbers through the neglect of the Pacha: however, in this journey, there is much more apprehenſion than real danger; but you muſt be greatly on your guard againſt thieves, for the people hereabouts are very expert: even the robbers can hardly be placed in a higher claſs than pilferers, for they ride up to the caravan, and ſnatch whatever they firſt lay hands upon, and then retreat in the ſame manner. If the people of the caravan had but the leaſt courage and conduct, they might eaſily prevent robberies of this kind. When violent rains ſwell the river, this road is ſometimes impaſſable for four or five days, till the waters run off.

We muſt ſuppoſe, that at Moſul, you have hired horſes for Orfa; therefore, you muſt make a freſh bargain from thence to Aleppo, at leaſt you ought to take this method, becauſe it is better than hiring them for the whole journey at once; for if you have them from the catarches of the caravan which you have joined, you will be obliged to travel their pace, and wait their time: nay, though you ſhould make a bargain to the contrary, you will be under a neceſſity of ſtaying at each ſtage two or three days at leaſt, to refreſh your horſes. But remember, it will be always beſt to get an obligation from your catarch in writing, eſpecially, if you hire the horſes for the whole journey; and your terms ſhould be particularly ſpecified, reſerving to yourſelf a power of hiring freſh horſes, or if he loiters by the way, or furniſhes you with ſuch as are unable to perform the journey, for which he muſt conſent to abate part of the hire.

If theſe people ſhould happen to be negligent or refractory, or any way deficient in performing their bargain, the principal merchants of the caravan will ſee juſtice done you: beſides, the magiſtrates of the great

towns

towns will quickly redreſs any grievance of that kind. If you paſs for men of conſequence, they will expect a fee, which needs be but a trifle, for a ſmall matter will bribe a great Turk: ſometimes threatening alone, when you find it neceſſary, will keep them in awe. In loading a beaſt, your bedding is to be laid undermoſt, then your baggage, and your ſervants mounts on the top. If you carry your clothes and goods in portmanteaus, you will loſe package, and therefore it will be beſt to make uſe of bags, which are to be had for that purpoſe, and are much more convenient. From Orfa to Aleppo you will lie in villages every night, as you did between Bagdad and Moſul: you will ſeldom want company from any of theſe places, when your intentions are publicly known.

When you arrive at Aleppo, and are in a hurry to leave that place, you will be under no neceſſity of being detained; for, if there is no veſſel ready to ſail from Scandaroon to Cyprus, you may paſs on to Latachea, a day's journey farther, where you may croſs in ſmall veſſels which are continually paſſing and re-paſſing to and from that iſland.

And

And at Cyprus, there is ſcarce a week without an opportunity of gaining a paſſage from thence to ſome port on the Continent of Europe. In the time of peace, the moſt expeditious will be, to travel through Italy and France; for it is not only longer, but more expenſive to travel through Italy by the way of Germany and Holland, though there are a great many curious things to be ſeen in that tour: and there are few gentlemen, but what will be glad to make uſe of ſuch an opportunity, unleſs, indeed, diſpatch be their object.

SECOND

SECOND ROUTE.

Inſtructions for paſſing over the Little Deſart from Buſſora, by the Euphrates to Hilla: and by the way of Bagdad and Cubeſſa to Aleppo.

This route appears to be preferable to that by the Tygris, becauſe the ſtream of the Tigris is more rapid than that of the Euphrates, beſides a traveller is not ſo long confined to his boat. You may reach Hilla (which is ſituated on the weſtern bank of the Euphrates, and ſuppoſed to be the ſcite of antient Babylon) in twelve days; but the boatmen are commonly fifteen or twenty on their paſſage. From thence having croſſed the river on a bridge of boats, you travel by land to Bagdad in leſs than two days, by the following route:

Hilla to Machavil - -	12	miles.
Scandera - - -	12	
Beranoſs - - -	7	
Azod - - -	4	
Croſs the Tygris to Bagdad -	13	
Miles	48	

The

The expence of this journey ought not to exceed two piaſtres for each horſe, although four and five are ſometimes charged. You may ſleep in caravanſerais all the way; the ſoil you paſs over is ſterile and dried up, and the water is in general bad.

When you leave Bagdad, you again croſs the Tygris, and travel by land to Anna, where you paſs the Euphrates, and then proceed by the deſart to Aleppo. The only village to be met with on the deſart is that of Cubeſſa, where you will be ſupplied with fowls, mutton, kid, and dates. This being the caſe, it will be neceſſary for the traveller to lay in at leaſt ſeventy days proviſion to ſerve on the Deſart for himſelf and ſervants, and to be particularly mindful of taking good water. The want of this neceſſary article will be the greateſt inconvenience which a European will meet with on a journey acroſs any part of the Deſart. For ſome days you will be obliged to travel without any but what is brackiſh; and ſometimes you are three days without any at all, excepting immediately after the rains. A camel's load of water will be ſufficient for one gentleman and two ſervants; and you will pay about thirty-five rupees for

the hire of each camel: water muſt be procured at the charge of the traveller. The charge of horſe-hire from Bagdad to Aleppo by this route, will be about ſixty rupees for each horſe, but the traveller finds his own furniture. All other particulars relative to this journey, may be eaſily gathered from the information already given, and which is as full and complete as the nature of the caſe can poſſibly require.

THIRD

THIRD ROUTE.

Inſtructions for performing the Journey from India through Natolia or Aſia Minor to Conſtantinople, from Doctor Howel's Journal.

" THOSE who intend to take this route ſhould be at Buſſora before the end of March, in order to avoid the dangerous heats of ſummer, as well as to travel in a ſeaſon proper for the paſſage of the high mountains of Natolia. For this purpoſe they ſhould endeavour to procure a paſſage from Bengal, Madras, or Bombay, direct to Buſſora. The trade between India and this place is ſo inconſiderable, that though the Company's cruizers occaſionally ſail thither with packets from Bombay, the finding a paſſage is extremely precarious; it would therefore be adviſeable to freight a veſſel (which might be ſold with advantage at the concluſion of the voyage) with rice, or ſuch other merchandize as would anſwer well at Buſſora, in preference to the riſk and delay of embarking on board the Arab dingies, or dows, for Muſcat. The navigation of the

Perſian Gulf, and the mouth of the Euphrates, though not ſo dangerous as that of the Red Sea, is, however difficult and tedious, from the prevalency of the north-weſt winds, which blow here nine months in the year. The moſt favourable months in the year are, December, January, and February; and it may be performed by veſſels which go direct to Buſſora in leſs than one month: but thoſe that touch at Muſcat and Bouſhier are uſually forty days on their paſſage.

At Buſſora you will purchaſe proviſions for ſeven or eight days; and having hired a light boat, manned by ſeven Arabs, you will eaſily reach Hilla in that time. I was myſelf ſixteen days in performing this part of the journey, owing to the largeneſs of my boat, which being laden with dates and drawing much water, was frequently aground: you will therefore be particularly cautious that the boat you engage is of a ſmall ſize, and that it carries neither merchandize nor baggage; you will otherwiſe be ſubject to the moſt vexatious delays from cuſtom-houſe officers, &c. and tempt the attacks of the Arabs, who inhabit the banks of the river. When you arrive at Hilla, by means of a letter

letter from the Engliſh Reſident at Buſſora to the Governor, you will obtain horſes to carry you to Bagdad, fifty miles diſtant, where you will be eaſily conveyed in one day, if you are tolerably well mounted, or change your horſe on the road.

At Bagdad I would rid myſelf of all ſuperfluous baggage, reſerving only the articles mentioned in the following liſt; thoſe which are not in immediate uſe ſhould be put up in a Turkiſh leathern bag, made like a common tobacco-pouch, which is more eaſily filled, and more conveniently faſtened to the ſaddle than a portmanteau; it is alſo frequently found uſeful as a pillow. This bag you may purchaſe at Bagdad.

LIST OF NECESSARIES.

A ſhort Turkiſh jacket and waiſtcoat: the long garments of the Turks are heavy and uncomfortable in travelling.

Turkiſh trowſers; but made conſiderably narrower than is uſual, and worn over a pair of flannel drawers, as it is very important to health to keep the body warm.

A thick boat cloak, lined with flannel: the baize uſually made uſe of for this pur-

poſe is improper, becauſe the Turks do not like to ſee Chriſtians in garments of either red or green, which were the favourite colours of Mahomet.

Six ſhirts.

Two or three pair of ſtockings.

One pair of breeches, one waiſtcoat, one coat of thin cloth.

One pair of ſhoes and buckles.

One thick flannel waiſtcoat to wear when you paſs the mountains.

A ſmall quantity of tea, ſugar and coffee.

A japan mug to drink out of, to be carried in the pocket.

A ſmall tin tea pot.

A ſmall tin boiler with a moveable handle, for the purpoſe of warming water for tea, or making coffee.

Two ſaſhes, one to be tied round the body, the other to be uſed occaſionally to protect the head and neck from the ſun, or cold winds.

A Turkiſh cap.

A pair of plain holſter piſtols.

A pair of ſmall ditto, to be carried in the breaſt.

A broad ſword.

A Turkiſh

A Turkiſh ſaddle and bridle, becauſe Engliſh articles of that kind excite a troubleſome curioſity in the people, who, at the ſame time, are ignorant of the manner of putting them on.

A pair of Turkiſh boots.

Should you find it inconvenient to carry with you all the articles named in the liſt, you may eaſily leave thoſe out which are the leaſt eſſential; and indeed the leſs riſk you incur during the whole journey, for all the accidents I have heard of in this country have ariſen from the temptation held out to the Arabs, by the appearance of much baggage, or merchandize.

It will be prudent to have all your agreements with boatmen, Tartars, &c. explicitly written, in order that you may not be liable to demands for preſents, cuſtom-houſe duties, or any other incidental charges, and on the journey to appear neither rich nor poor, that you may equally avoid extortion and contempt *. I cannot ſufficiently dwell on the

* If you once comply with the importunities of thoſe who may ſolicit preſents from you, the fame of your liberality will travel before you to Conſtantinople; and

the neceſſity of oppoſing any attempts of the Tartar to take merchandize under his charge to Conſtantinople; for ſhould this be the caſe, you will be frequently detained for want of a ſufficient number of horſes to carry it; and it will be ſometimes neceſſary to wait till guards can be collected to convey you through certain dangerous paſſes.

A ſervant may be procured at Buſſora or Bagdad, who can ſpeak French or Italian, and will interpret for you on the road; and with no greater incumbrance than the liſt of neceſſary articles I have juſt given, you will reach Conſtantinople in twelve or ſixteen days.

The conacs, where the Tartars put up, are a kind of inns, or poſt houſes. On your arrival at them you are ſupplied with a mattreſs and pillow, but no covering, which

unleſs you are content to be inceſſantly teized, you will be put to great additional expence. It would not be prudent to attempt ſo long a journey without a ſmall ſum of money in Venetian ſequins, which, on account of their being very portable and current in every country on the route from India to England, are to be preferred to any other coin: nothing, however, but neceſſity ſhould compel the traveller to ſhew that he has caſh about him.

ſhews the neceſſity of the cloak I have inſerted in the liſt of neceſſaries for the journey: while you are on horſeback, it ſhould be placed on the ſaddle under you to anſwer the purpoſe of a cuſhion, on which the Tartars frequently ride to prevent being galled *.

I hope it will not be thought trifling to recommend the frequent uſe of ablutions, either with cold or warm water, as a preſervative from the fretting of the ſkin, which in ſo long a journey would be productive of infinite pain and trouble.

In almoſt every town in Turkey there are warm baths, which are a great luxury and refreſhment to the weary traveller: but I would adviſe you to uſe them with caution; becauſe experiments on the conſtitution are dangerous in a country where in caſe of

* Horſes are maintained on every road in Turkey at the expence of Government, to carry the Tartars who are charged with public diſpatches, and ſuch travellers as are ſupplied with paſſes and other neceſſary documents by the Pacha of the place from whence they ſet out. Theſe were the horſes we rode from Bagdad to Conſtantinople.

ſickneſs

ſickneſs, neither advice nor attendance are to be procured.

The expences from Bagdad to Conſtantinople for horſes, proviſion on the road, and including all incidental expences for a party of three or four, may be agreed on for 1200 piaſtres, and which is by far the beſt way, in order to avoid impoſition, as has been already obſerved."

As good water, coffee, and bread, are to a traveller articles of the firſt neceſſity, I have ſubjoined different modes, by which they all may be conſiderably improved.

Of filtering Water by Aſcenſion.

Make two wells, from five to ten feet, or any depth, at a ſmall diſtance, which have a communication at bottom. The ſeparation muſt be of clay well beaten, or of other ſubſtances impervious to water. The two wells are then filled with ſand and gravel. The opening of that into which the water to be filtered is to run, muſt be ſomewhat higher than that into which the water is to aſcend, and this muſt not have ſand quite up to its brim, that there may be room for the filtered water;

water; or it may, by a ſpout, run into a veſſel placed for that purpoſe. The greater the difference is between the height of the two wells, the faſter the water will filter, but the leſs it is the better, provided a ſufficient quantity of water be ſupplied by it. This may be practiſed in a caſk, tub, jar, or other veſſel. The water may be conveyed to the bottom by a pipe, the lower end having a ſpunge in it, or the pipe may be filled with coarſe ſand.

Turkiſh Manner of making Coffee.

Coffee to be good muſt either be ground to an almoſt impalpable powder, or it muſt be pounded as the Turks do, in an iron mortar, with a heavy peſtle. The Turks firſt put the coffee dry into the coffee pot, and ſet it over a very ſlow fire, or embers, till it is warm, and ſends forth a fragrant ſmell, ſhaking it often; then from another pot they pour on it boiling water (or rather water in which the grounds of the laſt made coffee had been boiled, and ſet to become clear; they then hold it a little longer over the fire, till there is on its top a white froth like cream, but it muſt not boil, but only riſe gently;

gently; it is then poured backwards and forwards two or three times from one pot into another, and it ſoon becomes clear. Some put in a ſpoonful of cold water to make it clear ſooner, or lay a cloth dipt in cold water on the top of the pot. Coffee ſhould be roaſted in an open earthen or iron pan, and the ſlower it is roaſted the better. As often as it crackles it muſt be taken off the fire. The Turks often roaſt it in a baker's oven while it is heating.

To make Yeaſt in the Turkiſh Manner.

Take a ſmall tea-cup full, or wine glaſs full of ſplit or bruiſed peaſe, pour on it a pint of boiling water, and ſet the whole in a veſſel all night on the hearth, or any other warm place; the water will have a froth next morning, and will be good yeaſt. The above quantity will make as much bread as two quartern loaves.—" *Eton's Survey of the Turkiſh Empire.*"

APPENDIX (P). Page 133.

GERMANY.

The price of poſting in Germany is well regulated: you pay one florin per poſt for each horſe, except in the ſtates of the Emperor, where you only pay three-fourths of a florin.

HOLLAND.

You may go poſt as far as Breda; there, having no poſt-horſes, you muſt have recourſe to job-horſes. Thirty-ſix florins from Breda to Gorcum for ſeven horſes has been uſually given, and three and a half florins per horſe from Gorcum to Utrecht; and the reſt in proportion. In Holland you travel much by water.

FRANCE.

For each poſt or ſaddle-horſe you pay twenty-five ſols; and in the States of Flanders the poſting is the ſame.

ITALY.

ITALY.

There are two methods of poſting in Italy: the one is called cambiatura, but which is dearer in Lombardy, Piemont, the Milaneſe, and Venetian States, than in any other part of Italy. In theſe ſtates they allow travellers to take poſt-horſes at a leſs price than is fixed by the ordinary poſt, but with ſome reſtrictions, ſuch as not obliging the poſtillions to gallop his horſes, nor to travel after ſunſet, without paying the full price of poſting; and that is what they call travelling in cambiatura, which may be eaſily accompliſhed in quitting the capital of theſe States; but if you require it on entering the country, it is better to procure that permiſſion before-hand, which may be obtained by application from a banker at any of the towns you quit. The other method is by the ordinary poſt.

PIEMONT.

They formerly travelled in cambiatura in Piemont, but it is now aboliſhed, and the price of poſting reduced to the following rates:

For

For a four-wheeled chaiſe with three horſes, ſix livres.

For a four-wheeled chaiſe with four horſes, eight livres.

For two chaiſe horſes, four livres ten ſols.

For a ſaddle horſe, two livres.

A coach to carry four perſons muſt have four horſes, for which you pay nine livres, and ſo on in proportion for ſix horſes or more. For the poſtillion you give thirty ſols.

GENOA.

For two chaiſe horſes, nine livres of Genoa - - per poſt.
For one ſaddle horſe, three livres of Genoa - - do.

TUSCANY.

For two chaiſe horſes, eight paoli per poſt.
For a ſaddle horſe, three paoli - do.

ECCLESIASTICAL STATES.

The ſame as Tuſcany.

NEAPOLI-

Neapolitan States.

Two chaiſe horſes, eleven carlini per poſt.
A ſaddle horſe, five and a half ditto.

Venetian States.

You may always procure the permit for travelling in cambiatura, by writing to Venice from the city you are about to quit, and then you pay but five and a half livres for a horſe, whether chaiſe or ſaddle horſe.

The Milanese.

For two chaiſe horſes, eight livres, twelve ſols and a half, or a half ſequin - per poſt.
A ſaddle horſe, four livres - do.

There was formerly the cambiatura, but that has been ſuppreſſed, and the price of poſting reduced.

Geneva and Switzerland.

There is no poſting in Switzerland: you hire job horſes, and make the beſt bargain you can with the coach maſter. For travelling

ling from Geneva to Baſle, with ſix coach horſes and a ſaddle horſe, the price is fifteen louis, eight louis to Berne, and ſeven to Baſle.

Savoy.

It is ſeldom you avail yourſelf of poſting in Savoy, the ſtate of the roads not permitting you to travel faſter than with carriage horſes, except with light two-wheeled carriages: you agree with the coachmaſter for which ever is moſt convenient.

APPENDIX (Q). Page 133.

In forming the following arrangements, I feel a particular ſatisfaction in acknowledging the obligations I am under to a gentleman high in eſtimation in the mercantile world. The able aſſiſtance which I have received from that gentleman, who is in the conſtant habit of foreign circulation, has conſiderably tended to ſimplify the relative value of monies, and to render the intricacies of exchange eaſily to be comprehended. Circumſtances extremely neceſſary, not only for the information of travellers, but of inviduals of every deſcription.

Accounts and Monies in Europe and in Aſia.

Before I proceed to the deſcription of either of the above heads, it is neceſſary to correct an error which moſt of my countrymen are apt to fall into; I mean that of thinking

thinking or ſpeaking of Engliſh pounds, ſhillings, and pence, in the ſame way they do in England; or of their guineas, crowns, half-crowns, and ſhillings.

As ſoon as you arrive on the Continent, theſe terms and thoſe coins exiſt in no other way than as an Engliſh commodity, which will ſell in a foreign town at a greater or at a leſs price; the pounds, ſhillings, and pence, which exiſt in an Engliſh circular note, or in a bill of exchange upon England, are valued by the courſe of exchange, as it is called, or in other words, by the price of the day of Engliſh money; thus, for example, the pound ſterling in Hamburgh will ſell for 35, 36, or 37 of their ſhillings, more or leſs. In France it would ſell for 24, 25, or 26 of their livres in the ſame way; or if you produce your guinea, it is a commodity which bears its value as gold, with a certain quantity of alloy in it, according to the price of that metal on the day; but there is no true meaning in ſaying that two pounds is obtained for every fifty that is drawn upon London from Bruſſels, or that the banker at Venice deducted three guineas for every hun-

dred that he paid me. It may indeed with truth and propriety be ſaid, that you gain or loſe ſo much per cent. by the courſe of exchange; but before you can know that preciſely, you muſt have a fixed ſtandard to go by, which is called the par of exchange, and that par is not eaſily aſcertained. On this ſubject I ſhall hereafter have occaſion to treat fully.

The par being aſcertained, the difference in the price of a pound of *pure gold*, for example, (I mention gold as being the general ſtandard to which every price is referred,) would fix the gain or loſs upon the exchange; the gain to one place would be loſs to the other. But although the par price can only be aſcertained by the way which it is my intention to explain, yet merchants and bankers have a ſort of imaginary par at moſt places, which anſwers ſufficiently well for a tranſient calculation; it is to this par then, which, in fact, is the only one in uſe, and conſtantly variable through many cauſes that a traveller ſhould refer himſelf, and when he has found out by calculation how much more or leſs he has received

ceived in *the money of the country*, than he would have done by this imaginary par of exchange, then he may reduce that difference *of the money of the country* into Engliſh money if he pleaſes, and ſay I have gained or loſt ſo many guineas per cent.

I ſhall endeavour to make this clearer by an example.

We will take Paris, and call the imaginary par 24 livres for a pound ſterling, becauſe at one time 24 livres tournois would purchaſe about as much pure gold in Paris, as one pound ſterling would in London.

A traveller preſents 100l. circular note when the exchange is at 30 *pence per* petit ecu, or 24 livres per £. ſterling, and he receives, excluſive of charges, £2,400 tournois, by this he neither gains or loſes. But on the other hand, if he preſents £100 when the exchange is at 24 livres 10 ſols per £. ſterling,

he receives -	£2450
which is a gain of livres	50

becauſe in this inſtance the exchange is ſo much in favour of England.

We will ſuppoſe, as another example, the exchange to be againſt England, and that he preſents £100 when the exchange is only 23 livres 10 ſols per pound ſterling,

In this caſe he will receive £2350

Which is a loſs of livres 50

Theſe 50 livres reduced by the ſame ſtandard of exchange into Engliſh money, will produce about the value of two guineas, and he may then, if he pleaſes, ſay he has loſt two guineas per cent. as in the firſt caſe he has gained ſo much.

I have only a few words more before I proceed to the explanation of accounts and monies.

Let the traveller, as I have before ſaid, totally forget his pounds, ſhillings, and pence, except as an Engliſh commodity he has to ſell, the price of which, that is, the courſe of exchange, he may generally find in principal towns in the printed gazettes. When he buys any thing, or pays his expences, let him be attentive to the money of the country he is in, always keeping his accounts in that money, otherwiſe he will be perpetually

bewildered

bewildered; and let him never fail to count any little money he has left upon entering a new country, and conſider it, as before ſtated, as a commodity he has to ſell in a new place.

The Par of Exchange.

The par of exchange is that quantity of money of one country, which is equal to a certain quantity of money of another country, the par being regulated from the coins of each reſpective place, ſo as by paying in one place a certain quantity of gold and ſilver, the like quantity of equal weight and fineneſs ſhall be receivable in another. Authors draw a par from ſilver only, whereas payments are made in ſome places in gold, and in others in ſilver, and ſometimes in both, being equally current; now the par of ſilver differing from gold, according to their proportionate value, not only in one place, but alſo in another (as ſcarcely in two places gold and ſilver bear the ſame exact proportion to each other); therefore the pars that will hereafter be pointed out, are from the cuſtom and ſpeculation of merchants, which

in fact is tne only true par; for example, the par drawn from ſilver, between London and Paris is 29 dwts. 129 gr. from gold $31\frac{1}{8}$th, but by merchants it is accounted 30dwts. $\frac{7}{8}$ths. This is obviouſly neareſt the truth. Suppoſe a perſon in London wants to remit 100l. to Paris, it but rarely happens that he pays 100l. in ſilver for a bill for that ſum, which if he does, that bill ſhould be alſo paid in ſilver of equal ſtandard in Paris to make the par from ſilver only juſt; and the ſame may be ſaid of gold; a bill is only the medium to prevent the riſque and trouble of tranſporting gold and ſilver from one place to another; for ſuppoſe a perſon ſhould ſend from London 100lb. weight of ſilver to Paris, as in England it bears the proportion to gold of about $15\frac{1}{4}$ to 1, this ſilver would purchaſe or exchange for only as much gold, as if brought to London, would produce $96\frac{4}{61}$ equal weight of ſilver, inſtead of 100lb. weight, which it ſhould have produced to be upon par or equality, the proportion between ſilver and gold at Paris being about $14\frac{3}{4}$ to 1. The method of finding the par between gold and ſilver coins of any two places is by knowing the ſtandard

weight

weight of each piece, and the amount they paſs for reſpectively at the time (as the value of coins are continually altering by edicts, laws, &c.) Sir Iſaac Newton, by order of Government, made an aſſay of moſt of the gold and ſilver coins of Europe reduced to their ſtandard weight and value, from whence we know that the Dutch ducat weighs 2dwts. 9grs. 3 mites ſtandard weight, and paſſes in Holland for 5 guilders 5 ſtivers current, and as the Engliſh guinea weighs 5 dwts. 9 grs. 4382 parts, conſequently by ſtating the queſtion in the following manner, the par of gold between Holland and England is found, viz. if 5 dwts. 9 grs. 4382 parts, are equal to 1l. 1s. ſterling, what is 2dwts. 9 grs. 3 mites equal to. Anſwer, 9s. $3\frac{1}{5}$d; then ſay,

If 9s. $3\frac{1}{5}$d. ſterling = to 210 grootes, that is, 5 guilders 5 ſtivers current, what is 1l. ſterling equal to? Anſwer, 453 grootes; therefore, if we allow the agio of $4\frac{1}{2}$ per cent. to reduce it into banco money, the par will be from gold 36 ſchs. and $1\frac{1}{2}$ grootes banco ($433\frac{1}{2}$ grootes banco for 1l. ſterling.)

Price

Price of Exchange.

In the exchange between two places one gives the fluctuating ſum in their monies for the certain or fixed ſum in the monies of the other; for example, London on Amſterdam, *Receives* 34 ſchs. 9 grs. banco for 1l. ſterling, that is, Amſterdam gives the fluctuation, being ſo many ſchillings,&c. Flemiſh, more or leſs, according to circumſtances, for the certain or fixed 1l. ſterling, on which the negotiation is always made; again, London on Leghorn *Gives* 50¼ pence for 1 dollar; here London gives the fluctuation of ſo many pence, more or leſs, for the certain or fixed 1 dollar of Leghorn; and on the contrary, in Leghorn a dollar is given for ſo many pence to be received in London; hence the price of exchange riſes and falls according to the amount of the ſeveral ſums which perſons want to draw for or to remit, and many other cauſes that occaſion a greater or leſs demand for bills. The price of exchange, which is the fluctuating ſum, from the cauſes already given, very often differs from the par of exchange, in as much that

exchange

exchange is ſeldom if ever at par between two places, except where the balance of trade and negotiation is exactly equal in both.

Monies of Exchange.

The money uſed in exchanges are generally imaginary, and in many places differ from the money in which accounts are kept, and ſometimes one place exchanges with two or three others in different denominations of money of exchange: for example, Hambro' exchanges with Dantzick in rix dollars, and with London in ſchillings and grootes; that is, the negotiations between Hambro' and thoſe places are made in rix dollars and ſchillings, &c. but the bills are drawn in marcs and ſols, Lubs banco. Therefore to reduce either into marcs, &c. regard muſt be had to the proportion that one denomination bears to the other in the ſame place. It is alſo to be obſerved, that in ſome places, ſuch as in Milan, Augſburg, &c. money current and money of exchange differ greatly in value, as alſo in Amſterdam, Hambro', Venice, and Genoa. Bank money differs from

from current money, ſo that in performing the calculations regard muſt be always had to ſuch differences.

Monies of Account.

The monies which accounts are kept in the following places, viz.

In Amſterdam, in guilders, ſtivers, and pennings.
Antwerp, in florins, patars, and penins.
Cadiz and Madrid, in rials and marvedeis.
Copenhagen, in dollars, marcs, and ſchillings Daniſh.
Dantzig, in guilders or florins groſs, and penins.
Genoa, in liras, ſoldi, and denari.
Geneva, in livres, ſols, and deniers.
Hambro', in marcs and ſols, Lub.
London, in pounds, ſhillings, and pence.
Leghorn, in dollars, ſoldi, and denari.
Liſbon, in millreas.
Milan, in liras, ſoldi, and denari.
Naples, in ducats and grains.
Paris, in livres, ſols, and deniers.

Palermo

Palermo, in ounces, tarins, and grains.
Peterſburgh, in rubles and copecks.
Stockholm, in copper dollars, and ontz or ſilver dollars.
Turin, in liras, ſoldi, and denari.
Venice, in ducats, groſſi, and marchetti.
Vienna, in florins and creutzers.

And in all other places in the ſame as monies of exchange.

N. B. When bills are drawn, the amount of ſales, invoices, &c. being furniſhed in monies of account are firſt reduced (where there is a difference) into monies of exchange; for example, in Holland invoices are furniſhed and accounts kept in money current, but bills are always paid in banco or bank money, to reduce the one into the other (which ſhews the reduction of any other place) is as follows, viz.

To reduce *fl.* 1734. 15. current into banco.

Agio $4\frac{1}{2}$ per cent. Say if $104\frac{1}{2}$ = *fl* 100 banco.

What is *fl.* 1734. 15. Anſwer 1660. 15.

To reduce *fl.* 1660. 15. banco into current.

Agio $4\frac{1}{2}$ per cent. add the agio $4\frac{1}{2}$ per cent. to the given ſum. Anſwer *fl.* 1734. 15.

Explanation

Explanation of Marks and Abreviations, &c.

G. ſignifies gives, for example: Amſterdam on London gives 34 ſchs. 3 grs. banco. (Read where the § points more or leſs.) That is, Amſterdam Gives 34 ſchs. 3 grs. more or leſs of their money for 1l. ſterling; and, on the contrary, R. ſignifies receives; London receives of Amſterdam ſo much of their money, &c. M. Multiply. D. Divide. = Equal to.

Engliſh and Foreign Monies, &c.

Forty-four guineas and a half weigh one pound of gold, of which eleven parts are pure gold, and one alloy.

A guinea contains 118 grains, and 651 decimals of pure gold, without alloy.

But a louis d'or contains only 113 grains 27 decimals Engliſh of pure gold, without alloy.

The French grains are to the Engliſh as 121, 78 decimals to 100. A crown Engliſh contains 429 grains 68 decimals pure ſilver, without

without alloy. The ſtandard of the ſilver money of France is of 261 grains of pure ſilver to 27 of alloy, and that of plate of 274 pure to 14 of alloy; but the ſtandard of the Engliſh money is the ſame as plate. This manner of judging of the rate of monies is aſſuredly the moſt exact; and I wiſh I was able to give the ſame with reſpect to other countries, but it has not been always in my power to meet with aſſays made with ſufficient preciſion; nevertheleſs, we muſt not omit the ſtate of the current coin.

The pound ſterling is worth about 25 livres French, more or leſs, according to the exchange. A guinea that is weight is paid in 24 livres 12 ſols, or thereabouts, by thoſe who buy them to melt down. A ſhilling is worth 25 ſols. The French livre tournois is worth ten-pence halfpenny ſterling. The louis d'or is not worth quite a guinea. The bankers and innkeepers of Calais willingly give their louis for guineas, but at Dover they never change their guineas for louis without requiring a compenſation.

TURIN.

The pound ſterling is worth intrinſically 20 livres of Piemont, but it is ſeldom the exchange is not againſt London, in which caſe you only receive 19 livres 5 ſols, or 19 livres 10 ſols for £1 ſterling.

The louis d'or is worth 20 livres 5 ſols. The ſequin of Florence is worth 9 livres 10 ſols. The gold piſtole of Piemont is 24 livres, and of ſilver they have pieces of 6, of 3, and 1 livre 10 ſols.

GENOA.

The pound ſterling is worth 28 livres of Genoa. The ſequin of Florence is worth 13 livres 10 ſols of Genoa. The louis-d'or of France is worth 29 livres 4 ſols Genoa. A piaſtre, or Spaniſh dollar, paſſes for 6 livres 10 ſols.

PARMA.

The livre of Parma is worth 5 barocchi or ſols. A paoli is worth rather leſs than ſixpence Engliſh, 12 ſols of France. The ſequin

ſequin of Florence is worth 20 paoli at Parma, or 44 livres of Parma. The louis-d'or of France paſſes for 97 livres of Parma, which makes it adviſeable to carry louis of Parma to change them into Roman ſequins.

Modena.

The livre of Modena is worth 6 baiocchi or ſols.

A paoli is worth 10 baiocchi of Rome. A Roman crown is worth 10 paoli. A Roman ſequin is worth 19 paoli and a half. A ſequin of Florence is worth 20 paoli. It is neceſſary to pay attention to the value of the ſequins of Rome, Florence, and Venice, in the cities where they are current, in order to ſupply yourſelf with that money that has the moſt advantageous exchange.

Bologna.

The livre of Bologna is 2 paoli. The Roman ſequin is worth 20 and a half paoli. That of Florence only 20.

Florence.

The livre of Florence is worth a paoli and a half.

The ſequin of Florence is worth 20 paoli. The Roman ſequin worth 19 paoli and a half, according to the current exchange.

Rome.

The Roman crown is worth 10 paoli. The paoli 10 baiocchi. The Roman ſequin is worth 20 paoli and a half.

The ſequin of Florence is worth, at the exchange, 20 paoli and three quarters, but is current for only 20 and a half paoli. The ſequin of Venice 20 paoli; the onza of Naples 24 paoli. There is no exchange at Rome, but with Paris and Amſterdam. The louis-d'or there paſſes for 45 paoli, ſometimes 44. Accounts are kept at Rome in ſcudi (crowns) and baiocchi.

Naples.

A carlino is 10 grani or fourpence halfpenny Engliſh, a grano is rather leſs than a halfpenny. An onza is worth 30 carlini of Naples, or 25 paoli of Rome. Three ducats Naples. Seven onze are nearly four pound ſterling. Six carlini of Naples are worth 5 Roman paoli. Four and a half carlini

carlini make one ſhilling and eightpence. Five onze are worth 6 ſequins. A ſilver ducat is 10 carlini, three ſhillings and ninepence Engliſh. A Roman crown is current for 12 carlini. A ſequin is worth 25 and a half carlini. A pound ſterling is worth 52 carlini, or 2 ſequins and 2 carlini.

VENICE.

The Roman ſequin is worth 25 livres of Venice; that of Florence 21 and a half. The ſequin of Venice is worth 22 livres of Venice. A filippo is 11 livres 1 denri ſequin. A ſilver ducat is eight livres.

MILAN.

There are two rates of accounts at Milan: one they call the money of the bank, which is uſed for notes and bills of exchange; the other is called the baſe currency, which is the money aſſigned to tranſactions of all denominations. All the ſpecie current at Milan is worth more or leſs, according to thoſe two modes of accounts. Thirty livres bank money is worth 32 livres of baſe currency. The ſequin of Florence is worth 14 livres 10 ſols

bank money, and 17 livres 10 ſols baſe currency. The ſequin of Venice the ſame. The Roman ſequin is worth 14 livres 4 ſols bank money, and 20 livres 10 ſols baſe currency; ſometimes 21 livres. The gold piſtole of Milan is worth 45 livres of Milan.

GENEVA.

A gold piſtole is worth 10 livres of Geneva. A livre of Geneva is equal to two pieces of 10 ſols. There is no piece of money of 1 livre. The French crown of 6 livres is equal to 3 livres 12 and a half ſols Geneva.

A French livre is 12 ſols current money of Geneva. A louis-d'or paſſes for 14 livres 10 and a half ſols of Geneva. The exchange between Geneva and London is from 52 and a half to 56 pence Engliſh for three current livres of Geneva.

SWITZERLAND.

Accounts are there kept in livres or francs. A livre is 10 batz, or 30 ſols of France. The gold ducat of Berne is worth 72 batz,

72 batz, or 10 livres 16 ſols of France. The French crown of 6 livres is worth 4 livres of Berne. Seven batz and a half are 22 and a half ſols French. One batz 3 ſols, 20 batz a crown.

GERMANY.

All the Princes of the Empire who coin money are obliged to conform to the value and title of the ſpecie that is eſtabliſhed by the Diet. To make it current in the Empire they keep their accounts in rix dollars, florins, and creutzers. The rix dollars of Vienna is 1 florin and a half. The florin is 60 creutzers. The creutzer is 4 pfennigs 3 cruetzers make a groat. This mode of account is uſed in all the ſtates of the Houſe of Auſtria, Bohemia, Suabia, Franconia, along the Rhine and Danube; but they reckon differently at Dreſden and Berlin, of which we ſhall treat ſeparately. The old louis-d'or is the beſt ſort of money to travel with in Germany. It is current for 11 florins as far as Augſburg, but in the ſtates of the Houſe of Auſtria it only paſſes for 9 florins. In the Auſtrian countries the gold coin is in ſovereigns. Demi ſovereigns of 12 florins and 40

creutzers and 6 florins 20 creutzers. The ducat of Holland is worth 4 florins 14 creutzers. The ducats of Cremnitz, Florence, and Venice, are worth 4 florins 14 creutzers, but the ducat Imperial, and thoſe of Bavaria and Saltzburg are worth 4 florins 16 creutzers.

Dresden.

The ducat of Saxony is worth two crowns 20 drachms, or 4 florins one quarter. The ducat of Cremnitz, the ſequins of Holland and Florence, have the ſame currency. The florin is divided into 16 drachms.

Berlin.

The ducats of Holland, Saxony, &c. are worth three crowns. The crown worth 24 drachms; the florin 16 drachms; the drachm 12 pennings. The louis-d'or is worth five crowns.

Brunswick and Hanover.

The Auſtrian ducats of the Empire; of Holland, are worth two crowns 16 drachms, the

the crown 24 drachms, the florin 16 drachms.

Cologne.

A ring ducat of Holland is worth 5 and a quarter florins, or 3 and a half rix dollars. The ducat of the Empire 3 and one third rix dollars. A crown French 1 and eight-ninths rix dollar, the caroline or louis-d'or of France is worth 7 and five-ninths rix dollars. The ſovereign of Auſtria is worth 10 rix dollars. The florin is 39 ſtuivers or ſols.

Holland.

The ducat of Holland is worth 5 florins 5 ſols. A florin is 20 ſols, and worth about 1*s*. 8*d*. Engliſh. There are ſilver pieces of one florin, others of 28 ſols, of 6, and of 5 ſols and half, and pieces of gold from 7 to 14 florins.

Brabant.

The ducat of Holland is worth 6 florins, or 17 ſchs. and 1 ſol. The florin is worth

20 ſols, the ſchilling 7 ſols, the plaquet 3 and a half ſols, or half ſchilling, the double ſovereign of Auſtria is worth 17 florins 17 ſols, the louis-d'or is worth 37 ſchillings, 2 ſols 4 deniers, or 13 florins 1 ſol 4 deniers. ſix louis make 13 ducats and a quarter. The crown worth 9 ſchillings, or three florins 3 ſols.

Liege and Spa.

The louis-d'or is worth 39 ſchillings, the guinea the ſame. The ſchilling is 10 ſols of Liege, about ſixpence Engliſh. Two ſchillings 1 florin. The double ſovereign of Auſtria is worth 53 ſchillings. The beſt money to carry about you is louis-d'ors and guineas.

Of Monies on Exchange.

London on the following places:

Amſterdam.
Hambro'.
Paris.
Madrid and Cadiz.

Liſbon

Liſbon.
Leghorn.
Genoa.
Venice.
Rome, Turin, and Leghorn.
Milan.

N. B. The uſances and days of grace are as follows:

Uſance from France, Holland, Flanders, and Germany	1 Month	Date.
From Spain and Portugal	2 Do.	do.
From Piedmont and all Italy	3 Do.	do.

And 3 days of grace.

On AMSTERDAM.

R. § 34 S. 3 g. banco. for £ 1 ſterling.

To reduce *fl.* 5647. 7. 8. banco.

M. by 40 grotes (1 *fl.*) D. by the price of exchange reduced into grotes by multiplying it by 12.

Anſwer, £ 549. 17. 10. ſterling.

On

On Hambro'.

R. § 32 S. 1 g. banco for £1 ſterling.

To reduce M. L. 4524 11. 6. banco.

M. by 32 grotes (= 1 marc lubs) and divide by the price of exchange reduced into grotes, by multiplying it by 12.

Anſwer, £376. 1*s*. 7*d*. ſterling.

N. B. In reducing any other money into ſterling, the firſt remainder after diviſion ſhould be multiplied by 20*s*. (=£.1 ſterling) and divide as before, and the ſecond remainder by 12 (=1*s*.) and alſo divided as before.

On Paris, *&c.*

G. § 30$\frac{7}{8}$*d*. for 1 crown of £3.

To reduce £13394. 15*s*. tournois.

Take one third of the given ſum to reduce it into crowns, then M. by the price of exchange, and divide by 12 and 20.

Anſwer, £574. 7*s*. 10*d*. ſterling.

On

On MADRID and CADIZ, &c.

G. § $39\frac{1}{2}$ pence for one piece of $\frac{8}{8}$ or dollar.

To reduce piaſ. 2964. 3 reals. 17. mars.

M. by the price of exchange, and D. by 12 and by 20.

Anſwer, £487 17*s.* 11*d.* ſterling.

On LISBON.

G. 66d. § for 1 millrea.

To reduce 853,030 reas.

M. by the price of exchange, and divide by 240,000, being 1000 reas (= to 1 milrea).

Multiplied by 240 pens.

Anſwer, £234. 11*s.* 7*d.* ſterling.

On LEGHORN.

G. § $50\frac{1}{4}$ d. for 1 dollar of exchange.

To reduce piaſ. 1876 12. 6.

M. by the price of exchange, and divide by 12 and by 20.

Anſwer, £392. 18*s.* 4*d.* ſterling.

On

On GENOA.

G. $49\frac{1}{2}$. § pence for 1 dollar out of bank.
To reduce 1197 drs. 15s. out of bank.
M. by the price of exchange, and D. by 12 and 20.

Anſwer, £247. 0s. 8*d.* ſterling.

On VENICE.

G. § 51 d. for 1 ducat banco.
To reduce 4768 duc. 22 gr. 1 m. banco.
M. by the price of exchange, and D. by 12 and by 20.

Anſwer, £1013. 7s. 11*d.* ſterling.

On ROME and TURIN.

Has no eſtabliſhed exchange, but bills are negotiated through Leghorn.

With Rome about 56 pence per crown for money, and to Turin about $12\frac{1}{2}d.$ per lira.

On

On MILAN.

Has no eſtabliſhed exchange, but bills are negotiated through Leghorn, about $8\frac{1}{2}d.$ = 1 lira current.

And on the following places, viz.

$22\frac{3}{4}d.$	about	1 R.	of exchange of Antwerp.
28	——	1 *f.*	- - - - Vienna.
30	——	1 *f.*	- - - - Nuremberg.
$25\frac{3}{4}$	——	1 *f.*	- - - - Franckfort
$41\frac{3}{4}$	——	1 R	- - - - Berlin.
$51\frac{3}{4}$	——	1 R.	- - - - Copenhagen
$32\frac{3}{4}$	——	1 R.	- - - - Dantzick.
45	——	1 ducat	- - - Naples.
$140\frac{1}{2}$	——	1 ounce	- - - Palermo.
$52\frac{1}{8}$	——	1 crown. of £3.	Geneva.

ROAD

ROAD

From LONDON *to* LEGHORN, *by Way of* HAMBRO'.

From Hambro' to	Page
Hanover and Brunſwick - - -	385
Caſſel - - - - - - -	387
Frankfort - - - - - -	Ib.
Mannheim - - - - - -	Ib.
Carlſruhe - - - - - -	Ib.
Baſle and Fribourg - - -	389
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Geneva - - - - - -	393
Chamberry - - - - - -	396
Turin - - - - - - -	397
Genoa - - - - - - -	399
Piſa and Leghorn - - - -	402

HAMBRO'.

Accounts are kept in Marcs and Sols Lub.

The	Rix Dollar	=	48 Sols Lubs	or	96 Gr.
	Dollar -	=	32 do.	or	64 do.
	Marc Lub	=	16 do.	or	32 do.
	Pound Flem.	=	20 Schillings	or	120 S. Lübs.
	Schilling	=			12 Grotes.
	Grote	=			½ Sol Lub.

N. B. Bank Money is 16 per Cent. better than Current Money, with a Sur-Agio from 6 a 12 per Cent.

Current Money is that ſpecie ſo called, which is coined in the City of Hambro' for its own particular uſe, and is as follows :

GOLD.

1 Portugaiſe weighing 10 Ducats, of which the new ones are worth about 75 Marcs Current Money, and the old ones ſome Marcs leſs, according to wear.

1 Ducat worth 7 Marcs Current Money, more or leſs.

1 Double Ducat 14 do. do.

SILVER.

1 Rix Dollar, old coinage, worth 3 Marcs 11 Sols Current Money, more or leſs.

1 Dollar——worth 2 Marcs or 32 Sols Lubs Current.

1 Marc ——worth 16 Sols Lubs Current.

Pieces of 8, of 4, of 2, of 1 Sol, of ½, of ¼, Sols Lubs 32 Schil-

32 Schillings and 10 Grotes Bco. of Hambro', being computed near the value of 1l. Sterling, and the Courſe there on London in December 1798, being 35s. 10d. a 36s. leaves a profit of 6 to 8½ per Cent.

		£. 20	Sterling a	36	
32		432		12	
Bco. 270		40		432	
		60			
Marc Lubs		80			
		86.4.0			
		224			
		000.0			
Bco. M.	270				
Agio -	- 18 per Ct.				
	2160				
	270				
			45 Single Gold Ducats, a 7 Marcs Current each		315
	48 \| 60				
	20		1 Silver Dollar		2
	12 \| 00	270 48 12	Small Money -		1 12
Current Marc Lubs		318 12	Paid in Ct. M.		318 12

Travellers going from hence into Germany, will find it profitable to provide themſelves with

Gold Frederics, and Ecus de Six Livres.

15 Marcs Lubs Bco. for *L.* Sterling, near the Par.

17 Marcs and 6 Sols Current, for 1 Guinea.

HANOVER *and* BRUNSWICK.

At theſe two Places they reckon by the

Thaler	=	worth 36 Marien Groſchen.
1 Marien	=	worth 8 Pfenings Curt. Money.

The real Coins that have Courſe at HANOVER, are,

GOLD.

The George	=	of $4\frac{2}{3}$ Thalers.
Ducat	=	of $2\frac{2}{3}$ do.
Goldgulden	=	of 2 do.

The double Florins, the $\frac{1}{2}$ and $\frac{1}{4}$ Florins, are worth in proportion to thoſe rates.

SILVER.

The Reichſthale	=	worth 48 Marien Groſchen.
Pieces of $\frac{2}{3}$	=	worth 24 do.

The Halves and Quarters of theſe Pieces are worth in proportion.

Small Money of 3, of 2, of $1\frac{1}{2}$, and 1 Marien Groſchen, beſides many Foreign Gold and Silver Coins valued there.

The real Coins that have Courſe at BRUNSWICK, are,

GOLD.

The Carl = worth 5 Thalers.
The Double and the Half Carls in proportion.
The Ducat = worth 2¼ Thalers.

SILVER.

The Reichſthale = 48 Marien Groſche.
Current Thaler = 36 do.
Gulden, or Piece of ⅔ worth 24 do.
The ½ and the ¼ of Florins in proportion.

Small Money Pieces of 3, of 1½ Marien Groſche, of 2 and of ½ Gute Groſche, of 6 and of 4 Pfenings.

[illegible] 1 Sterl. is worth 5¼ Rix Dol. more or leſs.

[illegible] Sterl. paid at 6 Rix Dol. produced Rix Dol. [illegible], which at 5¼ Rix Dol. for a Louis d'or Neuf, produced [illegible] Louis d'or, beſides many Foreign Gold and Silver Coins valued there

CASSELL.

CASSELL, FRANCKFORT *on the Meyn*, MANNHEIM, *and* CARLSRUHE.

The Franckfort Exchange ſerves for all theſe places.

The Par is computed at about 139 Batz. per £. Sterling.

MONIES OF EXCHANGE.

The Rix Dollar	=	90 Creutzers,	or 22½ Batz.
Florin	=	60 do.	or 15 do.
Batz	=	4 do.	
Creutzer	=	4 Pfenings.	or 8 Hellers

The real Coins, as well as their Value, is as follows:

GOLD.

The Ducat = 2 Thalers and 70 Creutzers Curt.

SILVER.

The Conſtitution Reichſtdale = worth 2 Fl. 13 Kreutzers
The Convention do. = 2 Florins.
Florin or Gulden = 60 Kreutzers.
The Halves and Quarters of all thoſe Monies in proportion.

£. 20 Sterling paid at Franckfort, a 142 Batz per *L.* Sterling, produced Rix Dol. 126. 20 Kreuts.

	L. 20	
	142	Batz.
	40	
	80	
90 Kreuts per Rx. D.	20	
Rx. D. 126. 20 Kreuts.	2840	
	4	
	11360	
	236	
	560	
Paid in	20	

94 Convention Reichftdale, a 120 Krts. each 11280 Krts.
1 Florin - - - 60
Small Money - - - 20

11360 Krts.

4
Batz. 3840

33
16 0

BASLE,

BASLE, ZURICH, *and* FRIBOURG.

At BASLE the Monies of Exchange are the ſame as ZURICH.

The Florin = 60 Creutzers.
Creutzer = 8 Hellers, or 4 Phenings.

N. B. In Money Current, the Louis d'or is 7 Florins 42 Creutzers, more or leſs in Money of Exchange; 7 Florins fixed and the Crown 108 Creutzers.

The real Coins are,

GOLD.

The Ducat, which being of equal weight with the $\frac{1}{2}$ Piſtole, is worth - - 4 Flors 15 Creut.
And when it is of the required weight 4 do. 18 do.

SILVER.

The Crown or Thaler = worth 2 Florins, of which the $\frac{1}{2}$ and the $\frac{1}{4}$ in proportion.
The Batz = $2\frac{1}{2}$ Eſcalins, or $3\frac{1}{4}$ Creutzers.
Pieces of 1 Eſcalin, or Schilling of $\frac{1}{4}$, of $\frac{1}{8}$ Eſcalins, to 12, 6, and 3 Hellers.
Pieces of 2 Hellers.

L. 30 Sterling paid at Zurich

a fl. $9\frac{1}{2}$ per *L* Sterling. fl. 281. 15.

	270	15
	$11\frac{1}{4}$	
fl.	$281\frac{1}{4}$	$7\frac{1}{2}$
		$3\frac{3}{4}$
		$11\frac{1}{4}$

Paid in

112 Ecus Neufs, a fl. 2. 30 Creutz per Ecu fl. 280.

Small Money, 1 15

fl. 281 15

BERNE

BERNE *and* LAUSANNE.

Accounts are kept here in Livres of 20 Sols, and the Sol 12 Deniers :

But they often reckon in Livres of 10 Batzes, and the Batz 4 Creutzers :

And at other times in Couronnes, of 25 Batzes.

The following are the Rates and Diviſions of theſe Monies :

Couronne.	Livres.	Batzes.	Sols.	Creutzers.	Deniers.
1	2½	25	50	100	600
	1	10	20	40	240
		1	2	4	24
			1	2	12
				1	6

The Florin-Gulden of Berne, 4 Batzes or 8 Sols.

The other real Coins, are the following :

GOLD.

The Ducat—worth *L.* 7—or 70 Batzes.

SILVER.

The Patagon—worth *L.* 3. 6s.—or 33 Batzes.
Pieces of 5 Batzes—worth 10 Sols.
Ditto of 1, of ½ Batzes, of 1, and of ½ Creutzers.

L. 50 Sterling paid at Berne, at
148 Batzes, per *L.* Sterling.

400
200
50

——Batzes 7400 or *L.* 740 of Berne,
Were paid in 35 Louis d'or Neufs.
a 16

——*L.* 560

Agio of ſaid Louis, a 3 Sols, 5 5
42 Ecus Neufs, a 4 168
Small Money, - 6 15

——*L.* 740

L. 30 Sterling, paid at Livs. 15 of Berne.
15 per *L.* Sterling.

150
30

- - *L.* 450
Or 20 Louis Neufs, a 16 *L.* 320
32½ Ecus Neufs, a 4 130

——*L.* 450

GENEVA.

MONIES OF EXCHANGE.

The Crown of Exchange — 3 Livres.
Livre - — 20 Sols.
Sol - — 12 Derniers.

But Shopkeepers reckon by
1 Florin - — 12 Sols.
1 Sol—4 Quarts or 12 Deniers Arg. de Geneva.

The Rates of theſe Monies will beſt be ſeen by the following Method, viz.

Ecu.	Livres.	Florins.	Sols.	Sols of Geneva.	Quarts.	Deniers.	Deniers of Gene.
1	3	$0\frac{1}{2}$	60	126	504	720	1512
	1	$3\frac{1}{2}$	20	42	168	240	504
		1	$5\frac{5}{7}$	12	48	$68\frac{4}{7}$	144
			1	$2\frac{1}{10}$	$8\frac{2}{5}$	12	$25\frac{1}{7}$
				1	4	$5\frac{5}{7}$	12
					1	$1\frac{3}{7}$	3
						1	$2\frac{1}{10}$

2 Crowns making 21 Florins.
2 Livres ——— 7 do.
10 Sols ——— 21 Sols of Geneva.
10 Deniers ——— 21 Fenins or Deniers of Geneva.

The Guinea and the Louis Neuf of France, paſs at 14 Livres 13 Sols, more or leſs.

The

The real Coins and their Value are,

GOLD.

The Old Piſtole—11 Livres, 10 Sols, or 40 Florins, 3 Sols.
The New Geneva Piſtole Coinage, 1752—10 Livres or 35 Florins of Geneva.

SILVER.

The Bajoir—*L.* 3 15 Sols. or 13 Florins, 1½ Sol of Geneva.
The Ecu or Patagon—*L.* 3 or 10 do. 6 Sols.
Pieces of 10 and of 5 Sols, or of 1 Florin, 9 Sols, and 10½ Sols of Geneva.

Beſides many Foreign Gold and Silver Coins valued there.

L. 25 Sterling, paid at the Exchange of 1 Louis per *L.* Sterling, and the Louis at *L.* 14 10s. 6d. of Geneva, in Ct. *L.* 363 2s. 6d.

25 Louis
2 14 10 6

100 | 12 | 12s. 6d. 150
25 30
912 10 6
12 6 Ct. *L.* 363 2 6

L. 363 2 6

$48\frac{1}{2}$
2
97

Crowns 123 42s. 6d.
3

L. 371 2 6
Court. de Geneve.

L. 25 Sterl. paid at $48\frac{1}{2}$ Sterling,
20 for 1 Crown of 3 Livres,
in *L.* 371 2 6 Court.

5000
12
6000
2
12000
230
360
69
60
4140
260
66
12
792

CHAMBERRY,

CHAMBERRY, *ſee* TURIN.

The Correſpondent at Geneva will inform the Travellers, what Specie they had better take with them to proceed on their Journey to Chamberry :

The Species Current in Geneva being in general uſe in this laſt mentioned Place.

TURIN.

Throughout Piedmont, Savoy, and the other States on the Continent, belonging to the King of Sardinia, they reckon only by

The Lire or Livre = 20 Soldi.
Soldo = 12 Denari.

The Louis d'or is worth here 4 Ecus 16 Livres, 20 Sols Gold, or 240 Gold Deniers.

Piſtole - 3 Ducatons 15 Livres, or 25 Florins.

Ducaton - 5 Livres, 100 Sols, or 1200 Deniers of Piedmont.

Single Crown - 4 Livres, 80 Sols, or 960 Deniers of Piedmont.

Golden Crown, or the $\frac{1}{2}$ Piſtole, } $7\frac{1}{2}$ Livres, or 150 Sols of Piedmont.

The following is the Courſe of the real Species.

OLD AND NEW.

The New Gold Piſtole, or Doppia = 24 Livres of Piedmont and above when ſcarce.
New Silver Crown or Scudo = 6 do.
$\frac{1}{2}$ and $\frac{1}{4}$ of theſe Coins in proportion.
Zecchino - = 9 15

Beſides many other Foreign Gold and Silver Coins valued there.

The

The Exchange in 1795, was at L.23 15s. of Piedmont, for *L.* 1 Sterling.

L. 20 Engliſh having produced

23 $1\frac{5}{20}$

60
40
15

L. 475 of Piedmont.

Livres, 475 for which the Traveller chuſes what Current Specie he likes to have.

GENOA.

GENOA.

Books and Accounts are commonly kept in Pezzi, Soldi, and Denari; and by ſome, in Lires, Soldi and Denari, which are underſtood as follows :

1 Pezzo	is	20 Soldi.
1 Soldo	is	12 Denari.
1 Lira	is	20 Soldi.
1 Soldo	is	12 Denari.

The Exchange from Genoa to London, is in Pezzi Soldi, and Denari, at 5 Livres, or 100 Soldi Banco Money, or 5 Livres 15 Soldi, or 115 Soldi Fueradi Banco Money per Pezzo or Dollar, being worth, according to the Exchange, from 46¹ to 57¼ pence Sterling, more or leſs.

The Par from Genoa to London, is computed to be nearly 49¼, a 50 Sterling for a Dollar, out of Bank. (Current).

The real Coins are,

GOLD.

The Doppia	=	worth *L.* 23, 12 Sols out of Bank.
Scudo d'oro	=	*L.* 11, 16 do
Zecchino	=	*L.* 13, 10 do.

SILVER.

SILVER.

Scudo D'Argento, or Genovina, of good weight	*L.*	9	10
Scudo, or the light Genovina, —		9	0
Scudo di Cambio, or S. Giambatifta, —		5	0
Giorgino — —		1	6

Pieces of 10, 8, and of 5 Soldi.

Single Madonine	=	20 Soldi corrente.
Double do.	=	40 do.
Caboletto	=	$6\frac{2}{3}$ do.

COPPER.

Pieces of 4, of 2, and of 1 Soldi ; and of 8 and 4 Denare corrente, or out of Bank.

Befides many other Foreign Gold and Silver Coins valued there.

L. 50 Sterling, a $50\frac{1}{2}$ Sterling for a Piaftre or Dollar of *L.* 5 Banco, or *L.* 5 15, out of Bank produced - - Current *L.* 1359 12

If $50\frac{1}{4}$d. Sterl. give a Piaftre, how many will *L.* 50 Sterl.

4			20
203			1000
			12
Dollars $230\frac{1}{2}$			12000
5	15	each	4
1180			48000
118			740
59			1310
2	12		92
L. 1359	12	paid in	

46 Louis d'or.
9 | 2 a £.29 2 each.

414
924 12 L. 1338 12
Small Money 21

L. 1359 12

Being about 47 Louis d'or for *L.* 50 Sterling, the Exchange 1d. Sterling above Par on 237 Dollars, making 20.

N. B. The Traveller taking Louis d'or had ſome advantage in view, by changing them at ſome other place. As here, as well as at Leghorn, the price of the Louis, Zequins, and other Gold Species conſtantly fluctuate as quoted on their Exchange Liſts, they being looked upon as a merchandize.

PISA *and* LEGHORN.

Books and Accounts are kept here in Piaſtres or Dollars of 8 Reals, which is the only Money of Exchange, and is divided by 20 Soldi and 12 Denari.

The Piaſtre or Dollar is worth = 6 Livres.
The Scudo d'oro = 7 $\frac{1}{2}$ Lire, 20 Soldi d'oro, or 240 Denari d'oro.
Scudo Corrente = otherwiſe called Ducato, Ducatone, or Piaſtre = 7 Lire, 20 Soldi di Ducato, or 240 Denari di Ducato.

The Teſtono being worth 2 Livres, is divided in the following manner.

Teſtono.	Lire.	Paoli, or Reali.	Crazie.	Soli di Lira.	Quatrini.
1	2	3	24	40	120
	1	1 $\frac{1}{2}$	12	20	60
		1	8	13 $\frac{1}{3}$	40
			1	1 $\frac{2}{3}$	5
				1	3

The following Monies are called Moneta Buona, and Moneta Lunga, their value differing in the proportion of 24 to that of 23, which eſtabliſhes an advantage of 4 $\frac{8}{23}$ per Cent. on the Moneta Buona. This proportion will be beſt explained by the following detail of the real Monies of Tuſcany, which are reckoned at Leghorn in the following manner, viz.

The

	Moneta Buona,			or Moneta Lunga.		
The Doppia, worth	*L.*23			or *L.*24		
Rouponno	40			or	41	$9\frac{3}{4}$
Zequino Gigliato	13	6	5	or	13	18
Francefcono	6	13	$2\frac{1}{2}$	or	6	19
Pezza or Livournine	5	15	2	or	6	
Single Piaftrina	1	8	8	or	1	10

Befides many Foreign Gold and Silver Coins valued there.

The value of 25l. Sterling, received at Leghorn, a $54\frac{1}{4}$ pence Sterling per Piaftre of 8 Reals, was paid in Zequins 47, and L. 9 5 8 Moneta Lunga.

If $54\frac{1}{4}$ Sterling give 1 Piaftre of Leghorn, how many will L. 25 Sterl.

4 — 20

217 — 500

Piaftres 110 12 of 8 Rs. — 12

a 6 Livres of Leg. per Piaft. — 6000

660 — 4

3 12 — 24000

Livres 663 12 at *L.*13 18 Mon. Lunga for a Zeguino. — 230 130 20

20 — 20 — 2600

13272 — 278 — 430

2152

206 Zechs. 47 & *L.*9 5 8 Moneta Lunga.

The Zequins conftantly varying in price as quoted on the Exchange Lifts at Leghorn. They being (as well as Louis d'ors and other Gold Species) looked upon as a merchandife.

Should the Traveller prefer the Route by Holland, the following obſervations will be uſeful.

AMSTERDAM.

Books and Accounts are commonly kept in Florins, Stivers, and Penningen, which are to be underſtood thus:

1 Florin is 20 Stivers or Stuyvers.
1 Stuyver is 16 Penningen.
Banco or Current Money.

The difference between Banco and Current Money, is from 2 to 5 per Cent. more or leſs, and is called Agio; it very often riſes and falls. The Exchange from Amſterdam to London, is in Pounds, Schillings, and Groots Flemiſh, which are only imaginary for Pounds Sterling.

1 Pound Flemiſh, or 20 Schs. or 6 Florins.
1 Schilling is 12 Groots, or 6 Stuyvers.
And 1 Groot Flemiſh, is $\frac{1}{2}$ Stuyver, or 8 Penn.
Sometimes Bank and ſometimes Current Money.

Amſterdam draws or remits on London, from 33 Schillings $3\frac{1}{2}$ Groot Flemiſh, to 38 Schillings Flemiſh more or leſs per Pound Sterling, as per inſtance, if

Sch.

Sch. Gr.	L.	Fl. St. Penn.
34 $5\frac{1}{2}$	1	1572 10 8
12	20 Schill.	20
$413\frac{1}{2}$	12 Pence.	31450
8	240	16
3308		503208
		200
		120769920 \| 36508 Pence,

Which divided by 12 and 20, will make L. 152 2 4 per Cent.

F.	1000	0	0	at 35	$4\frac{1}{2}$	L. 96	14	$8\frac{1}{2}$
	500	0	0			48	7	$4\frac{1}{4}$
	70	0	0			6	15	$5\frac{1}{4}$
	2	0	0			0	3	$10\frac{1}{2}$
	0	10	8			0	0	$11\frac{1}{2}$
F.	1572	10	8			L. 152	2	4

The Par from Amſterdam to London, is calculated at 36 Schillings Flemiſh, Banco per Pound Sterling.

The real Coins are,

GOLD.

The Ryder	worth	14 Florins.
Half Ryder	——	7 do.

SILVER.

The Ducaton	worth	3	Florins	3	Stuyvers.
½ ditto	——	1	ditto	11½	ditto.
¼ ditto	——	0	——	15	S. 12 Pn.
Ryks Daaldar	——	50	Stuyv.	or	F. 2 10
Daalder	——	30	0	or	F. 1 10
A Piece called Achten Twentig			28		Stuyvers.
The Florin	-	worth	20		do.
Double Florin		——	40		do.
Staeten Gulden, or Florin		——	60		do.
Schelling		——	6		do.
Selthalf		——	5½		do.
Dubbeltje		——	2		do.
Stuiver		——	16	Pennings.	

COPPER.

The Duyt	is worth	2	Pennings.

We have not comprehended the Ducat in the above ſtatement, as its value varies, and its Currency not enforced by Government; it is a Gold Coin, which paſſes without difficulty for 5¼ Florins, F. 5 5, ſometimes more, but ſeldom leſs, and is worth about 9 Shillings 3 Pence Britiſh.

AT ROTTERDAM.

Books and Accounts are kept the ſame as at Amſterdam; but from its commercial connexions with England,

The Guinea is there Current for F. 11 10 or F. 11 12
The Crown of 5 Shillings F. 2 16
And the Shilling 11 Stuyvers.

IN ZEALAND.

Books and Accounts are kept in the ſame manner as at Rotterdam. The Zeeuwſche Riks Daalder is worth 53 St. in that Province, which anſwers to about 51½, a 52 Stuyvers, Holland Currency: the Ducat is there received for F. 5 7 Currency. The Exchange from Amſterdam and other Towns in Holland, profit 1½ a 2 per Cent. upon Zealand Money, being by ſo much better in real value.

Suppoſing a perſon on his arrival at Amſterdam, Rotterdam, or the Hague, to be holder of a London Circular Note for L. 50 per Cent. and the Exchange at Par, or 36 Schillings Flemiſh, he would be entitled to receive F. 540 Banco; to which is to be added, the Agio of 1 a 5 per Cent. if above Par, but is ſubject to a diminution if under Par, as per example:

If L. 1	36 Schill. Flem.	L. 50
20 Schill.	12 Groots.	20
12 Pence		
240	432	1000
	8 Pennings	12
	3456	12000
		3456
		41,472,000 Pgs.

Which divided by 16 and by 20, will make 540 Florins Banco.

24 | 0 | 41,472,00 | 0
24
174
168
67
48
192
192
00

16 | 172800
16
128
128
00

20 | 1080 | 0
540

Observations

Obſervations on Turkiſh and Aſiatic Coins.

IT has already been obſerved in the courſe of this work, that the currency all over the Turkiſh dominions is very much debaſed, inaſmuch that it contains little more than one third of pure ſilver. The Zurmachbub of Conſtantinople weighs 13 carats, the Fundulki 17 $\frac{1}{2}$ do. and paſſes for 5 dollars. But the moſt current coin is piaſtres, the value of which varies from twenty-pence to two ſhillings. This coin is current all over the Levant, and at all the places on the Euphrates and Tygris to Buſſora. One piaſtre makes ſix mamoodies. The rupee of India is alſo very current, and is worth five mamoodies and a half. A venitian is worth twenty-one mamoodies and a half. Four mamoodies and a half is one zelota.

It is extremely proper to remind travellers, in all paper negociations in Turkey, ſuch as bills of exchange, &c. that a proper diſtinction be made between the current piaſtre and the piaſtre in ſpecie, the latter being conſiderably better than the former, and making a difference from

from ſix to ten per cent. The piaſtre in ſpecie is called rumi or monetabona in the Italian, which language is frequently uſed in bills. The current piaſtre is termed moneta correnta. Where the diſtinction is not made, the traveller may depend on being paid the current piaſtre. I mention this circumſtance, becauſe ſome travellers, in order to leſſen their expences, inveſt their money from India to Buſſora on reſpondentia, by which they get 18 or 20 per cent.: and afterwards they may obtain as much if not more by lending their money on the caravan from Buſſora to Aleppo, or from Bagdad to Aleppo. I have been told of 25 per cent. being given from Buſſora to Aleppo, and 20 from Bagdad to the ſame place. Other travellers have purchaſed pearl, which are fiſhed for in the gulf of Perſia, and which they have either diſpoſed of at Aleppo or brought to Europe, and which anſwer extremely well as a remittance. Mercantile gentlemen proceeding homewards might nearly ſave their expences, by laying in an inveſtment proper for the Buſſora market, or for that of Aleppo, and even outwards ſomething in this way could be done. Every

traveller

traveller muſt be aware of the riſk he runs by this mode, but he will have the ſatisfaction of being on the ſpot, and of being ſatisfied that he is not impoſed on, and alſo be a judge of the ſecurity of his property.

On the Red Sea the coins are carats and comaſſes, which riſe and fall according to the ſilver in them; but accounts are kept in dollars and cavears.

		£.	s.	d.
1 Carat	- -	0	1	0
7 Carats	1 Comaſſee -	0	0	9
60 Comaſſees	1 Spaniſh Dollar	0	4	6
80 Cavears	1 Mocha Dollar	0	4	6
100 Comaſſees	1 Sequin -	0	7	6
80 Larins	1 Tomand - -	3	7	6

1 Venitian produces 2 dollars 25 cavears.

It would prove a work of much labour and alſo very unneceſſary to enumerate the variety of coins met with in the Eaſt Indies. They all differ from each other in regard to intrinſic value, but ſuch as are coined under the authority of the Eaſt-India Company is by far the beſt. The ſilver rupee and the gold mohur are the moſt current. The firſt ſhould weigh 178.314 grains, and the latter be

be of the ſame weight, and worth fifteen of the ſilver rupees. It was the intention of Government that the ſtandard of the gold coin ſhould be equal to that of the Venetian, which is neareſt to pure gold of any other coin, whether European or foreign. From the circumſtance of the money coined by the Company, being ſo much ſuperior to that coined by the native powers, very little is ſuffered to remain in circulation, being carried away and recoined to an advantage, by which means debaſed money uſurps the place of the Company's currency.

The following is a table of the decimal parts of alloy in a variety of coins current in India, and aſſayed at the mint of Bombay.

Silver Coins.

Britiſh ſtandard of ſilver coin is -	7.50
A Bombay rupee - - -	2.15
A Surat rupee of the preſent coinage	7.48
A Chanderry rupee - -	6.11
A golden pardoe - -	6.0
New broach rupee - -	7.75
An old ditto - - -	11.66

A Pondi-

A Pondicherry rupee - -	3.41
A new Brodera rupee - -	12.8
An old ditto - - -	9.43
An Ackerry rupee - -	16.0
A Buſſora crux - -	58.3
A Sultanny rupee - -	7.0
A Spaniſh dollar, Anno 1790 -	10.7
An old Spaniſh 4 real piece - -	8.99
New German crown - -	12.19
Coinage of fanams for the coaſt of this year from German crowns	12.20
Coinage of fanams for the coaſt of this year from Chanderry rupees -	7.58
A Cannanore fanam - -	8.8
Old fanam coined at the preſidency -	2.8

Gold Coins.

A guinea Britiſh ſtandard - -	8.33
A nineteen ſun ſicca gold mohur -	0.66
A Bombay gold mohur - -	4.66
A ſtar pagoda - -	19.0
A Hyderee hoon - -	18.0
A ſultany hoon - - -	11.75
Calicut fanams * - - -	46.50

* Theſe fanams contained in 100 parts, 17.50 of copper, and 29 of ſilver.

Bengal

Bengal Coins.

They keep their accounts in imaginary coins called current rupees, annas, and pice.

12 current pice make 1 current anna.
16 current annas - 1 current rupee.

To this currency muſt all real ſpecie be reduced, before any ſum can be entered into books of account.

A gold mohur or gold rupee weighs 7 dwts $8\frac{1}{2}$ grs. troy, and paſſes from $14\frac{1}{2}$ to $15\frac{1}{2}$ ſilver rupees. The moſt common ſilver coin is the rupee of one ſicca weight of 7 dwts. $11\frac{1}{4}$ grs. and is thus divided:

	Dwts.	Grs.
1 Sicca rupee is 16 annas, or -	179	55
1 Anna 12 pice - -	11	12
1 Pice is equal to : -	0	93

Cowries or ſea ſhells, made uſe of for paying coolies, &c. are reckoned thus:

4 Cowries make - 1 gunda
20 Gundas - 1 punn.
32 Punns - 1 current rupee.

But they riſe and fall according to the plenty or ſcarcity of them.

Bombay

Bombay Coins.

2* Reas	- are	1 Urdee.
4 Reas	- -	1 Doogeney or double pice.
6 Reas or 3 urdees		1 Dobea.
8 Reas or 4 urdees		1 Fuddea or double pice.
$3\frac{1}{2}$ Fuddeas or pice		1 †Anna.
$12\frac{1}{2}$ Pice or 4 annas		1 ‡Quarter rupee.
25 Pice or 8 annas		1 Half rupee.
50 Pice or 16 annas		1 Rupee.
5 Rupees or 80 annas		1 Paunchea.
15 Rupees	- -	1 Gold mohur.

Such is the relative table of Bombay current and imaginary coins; while in accounts they are confined to the following reckoning: 100 reas make 1 quarter, 4 quarters 1 rupee.

Calicut and Tellicherry Coins.

16 Tars or Vis are	-	1 Gallee fanam.
5 Fanams	-	1 Rupee.

* Imaginary. † Do. ‡ Do.

Batavia

Batavia Coins.

	£.	s.	d.
8 Doits make 1 caſh or doublekye	0	2	5
3 Caſh or double kyes 1 ſattalie	0	7	5
6 Caſh or 2 ſattalies 1 ſooka	0	1	3
15 Caſh 1 rupee - -	0	3	5
24 Caſh, or 48 ſtivers, 1 rix dollar	0	5	0
39 Caſh, or 13 ſchillings, 1 ducatoon - - -	0	8	5
1 Rix dollar, 60 light ſtivers, or 64 paid on account of ſalary, &c.	0	5	0
1 Gold ducat is 2 rix dollars, 12 ſtivers, or 18 ſchillings -	0	11	3
1 Japan coopang ſtamped is current for 30 rix dollars -	7	10	0

Canton Coins.

There is but one piece of coin in China, which is made of baſe metal, called a caſh, and is uſed to pay coolies, labourers, and for ſmall payments in the Bazar.

The Money and Weight in which Accounts are kept.

	£.	s.	d.
10 Caſh to 1 candarine -	0	0	$\frac{3}{4}$—2
10 Candarines 1 mace -	0	0	8
10 Mace 1 tale - -	0	6	8
3 Tales - - -	1	0	0

Weight.

	Oz.	Dwts.
1000 Tales ſhould weigh -	120	16
100 Spaniſh dollars - -	88	13

	Dwt.	Grd.	Caſh.
1 Grain Troy -	0	0	1.7246
Penny weight -	0	4	1.39
Ounce - -	8	2	7.8146

The fineſt gold among them is 100 touch, called Sycee, viz. pure gold without alloy; ſo that if a ſhoe of gold touch 93, then it hath 93 parts of fine gold, and 7 parts alloy. Gold is bought by 10 tale weight, for upon that quantity they make their price in ſilver.

When gold is ſold above or under touch, you muſt add to or ſubtract from the touch:

as

as if it touch 96, and is to be ſold at 4 under touch, then from 96 take 4, the remainder is 92; and this is nine two-tenths of ſilver to be paid for one of that gold. If gold is at 96 touch, and to be ſold at 8 above touch, then add 8 to 96, the ſum is 104; then are 10 four-tenths of ſilver to be paid for one of gold.

THE END.

ERRATA.

VOL. II.

Page 10, line 13, for 1798 read 1789.
Do. — — 18, for *faſteſt veſſel* read *faſteſt ſailer*
—— 20, — 7, under the word *diſtance* read *By land, Britiſh Miles, By Sea, Marine Miles.*
—— 21, — 3, in note (t) read 1170 *miles from Suez to the Streights of Babelmandel,* 1750 *to the Coaſt of Malabar.*
—— 50, — 11, for *within ſide* read *either ſide.*
—— 56, — 22, read *inſtance.*
—— 80, — 9, for *when* read *where.*
—— 82, — 19, for *of the bile* read *if the bile:*—And the ſentence ſhould be read thus: *Again, in all thoſe three kinds, if the bile, either pure or mixed, be copiouſly or frequently evacuated, by vomit or ſtool, the fever is ſaid to be bilious; and there is ſometimes a pain attendant on that evacuation, felt on the ſeat of the liver.*
—— 84, — 3, for *diſorder* read *diſorders.*
—— 122, — 20, for *Great River* read *Great Deſart.*
—— 124, — 5, dele *the.*
—— 168, — 19,—(This ſentence has been tranſpoſed.) Read: *Bombay, in a political point of view, is certainly of very little conſequence to our affairs in India: as a place of commercial reſort, it is, no doubt, deſerving of attention.*
—— 174, — 12, for *Cabal* read *Cabul.*
—— do. — 17, for *Feribta* read *Ferifhta.*
—— 181, — 1, for *Cadia* read *Candia.*
—— 202, — 7, for *foſt* read *port.*

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